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SUDMARY

This report contains mass property summaries of the Boeing components for a series of Operational Wing II and III Minuteman missiles. The serialized components included in the data for each missile are those committed to that particular missile during the course of production in Seattle and may not be the ones finally installed during assembly at Air Force Plant T7.

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. I PAGE

1.0 DEFRODUCTION

- 1.1 REFERENCES
- 1.1.1 BSD Exhibit 62-45, "Mass Properties Control data for WS-133A dated 3 August 1962."
- 1.1.2 Supplemental Agreement No. 6 to Contract AFO4 (694)-46.
- 1.1.3 Boeing Document D2-13943-2, "Flight Article Mass Properties Report for CTLI Installations."
- 1.1.4 Roeing Document D2-13944-501, "Flight Article Mass Properties Report for Missile 501 Components."
- 1.1.5 Boeing Document I2-13956-2 "Statistical Means and Dispersions for the Mass Properties of Boeing Components for the Wing II Operational Minuteman Missile June 1, 1963."
- 1.1.6 Boeing Document D2-13947-xxx "Air Force Plant 77 Flight Article Mass Properties Report for Missile xxx.
- 1.2 COMPONENT SERIAL NUMBERS

Component serial numbers appear on the data summary sheet for each missile. See pages 12 through 51.

1.3 DISCUSSION

This weight report for the Boeing components of a series of Operational Wing II and III Minuteman missiles is presented in accordance with section 3.1.1 of BED Exhibit 62-45 (reference 1.1.1) as authorized by Supplemental Agreement No. 6 to Contract AFU4 (694) 46 (reference 1.1.2). Since the data are to be reported monthly, this report contains data for a series of Wing II and III missiles whose components were munufactured recently. The report includes actual mass properties for the major components assigned to each missile in the manufacturing records at Seattle. (These may not be the same components finally assembled together at Air Force Plant 77. See reference 1,1,6 for the final configuration). Mean mass properties are used for components other than the interstages, aft skirt, and base heat deflectors since the weights for these remaining items are small. Mean and dispersion back-up data for these items can be found in the latest quarterly means and dispersions report (reference 1.1.5).

The data presented in this report consist of (1) sectional summaries of the total Boeing weight responsibility for each missile covered by this report, (2) a sectional summary of the components whose mean weights are used in lieu of actual weights, (3) summary check lists by missire section, (4) a list of Engineering Change Proposals incorporated on the hardware included in this report, and (5) actual weighing records for the interstages, the aft skirt, and the base heat deflectors.

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The actual weighing records for the major components covered by this report can be found in section 6 (pages 61 through 190). In order to limit the size of this report, weighing diagrams and inventory lists have been omitted for all but the first unit of each interstage and skirt since the components have all been weighed in the "complete" condition. However, these records are on file end can be supplied if necessary. The change records found in section 6 are listed in order by serial number for each major component in order to assist in cross referencing the components in case of substitution at a later date.

1.4 CTLI PROVISIONS

The only CTLI provisions incorporated into this report are those components which are installed on every operational missile. The mass properties data for CTLI components which will be added at Vandenberg Air Force Base are reported in reference 1.1.3.

1.5 WEIGHING PROCEDURES

A description of the weighing procedures and an accuracy statement will be found in reference 1.1.4.

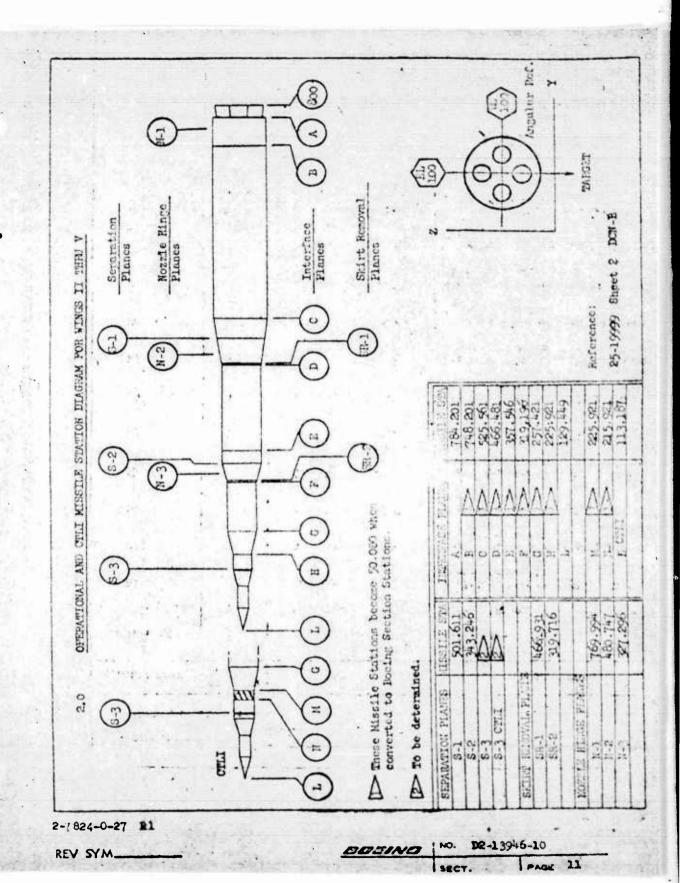
1.6 ENGINEERING CHANGE PROPOSAL (ECP) SUMMARY

See page 60 for a list of the ECP's incorporated on the Boeing components covered by this report. The ECP's listed are those not covered by the latest revision to "Model Specification for Guided Missile Main Assemblages (S-133-1000-0-1)" dated 15 March 1963.

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3.		MISSILE NO. 905 WEIGHT AND BALAN				REPORT	r NO			
64		MAJOR COMPONENTS	S/N 00	EXPENDED	TOTAL		R OF GRA	V 1774	INE	
LUK	SEC	DESCRIPTION	DATA	WEIGHT (LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	SLUG F	PITCH
1	47	RV Specer		\		20				
2		AV OPHOOR	Silo							
3			Aero							
4	39	CTLI Section								14
			Silo							
5			Aero			1				
7	42	G&C Section			1.02	80.94	100.00	100.00	0	9
8			9110							
9			Aero		,					
O	44	3rd Stage Engine			17.49	98,41	106.45	111.35	<u> </u>	003
1			5110	.43		94.95	110.30	117.70	. 0	0_
S			Aero	.69		94.95	110.30	117.70	Q	Q
3	1.5		Ваве	.20	100 200	131.00	100.06	101.41	,010	.006
4	45	Interstage 2-3	643-		120,39	59.63	100.00			
5		(Fwd)	5110							Comprision (agents the first of
5.7			Base	2.81		57.33	107.51	108.65	. 0	.0
8			- Silo	1.92		61.11	101.01	101.74	0	0
9		Jettisoned	Aero	3,40	that a Bartistoning auto-of-objective is	61.59	100:27	100.47	0	0
0		Portion	Base	1.72		1 44				
1		100.000	- Jett	87.63		61.46	98.85	100.54	80Q.	.005
2	45	Interstage 2-3		9100	63.63	80.60	99, 32	101.46	.006	.993
3		(Att)	Silo	1.18		80.97	100.50	100.84	Ô	0
24			Aero	1.18		82.00	103.07	105.23	Ō	0
25	146	2nd Stage Engine			32.64	146.90	105.90	110.28	.001	.018
6		1	Silo	.63		99,62	112.30	151.50	` Q	Q
27			Acro	.53		99.62	112.30	121.20	0	0
28		*	Bette	1.80		189.25	100.00	100.00	. 0	0
20	147	Interstage 1-2	and the second second second second second		244.46	67.25	99.45	101,54	.032	.022
Q.	-	(Fwd)	Silo		state the first of the court of the court, and the	Jimper alterremannelleres supp. 100 k	The transport of the print the same of the		or ma ner of county-adversarily or subsec	widepholed point to show
51	-		Aero						Mg coping copy of the Mary - applications of	Tops with the consumption the
2	-		Варе	3.10		64.06	112.35	_115.53	Q	0
23			5110	14.21		66.61	100.32	102.55	.001	Q
54	-	Jettinoned	_Aero_	7.56		66.87	100,10	100.17	.001	1007
35. 35.		Portion	Base	5.40		67.09	100.27	190.76	.028	.018
32 32	47	Interstage 1-2	- Jett	137.13	129.80	69,00 96,91	98, 53	100,40	.020	1014
88	171	(Aft)	Silo	3 37	169.00	96.69	100.34	100.59	.001	7974
39	1	- \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Acro	3.37		91.71	101.98	103.41	.001	0
+0	148	lot Stage Engine		1	60 57	228.10	109.87	116.72	Total Silver	.115
11		A Total	Silo	2.89	50.57	190.41	111.8	120.45	0	.004
12			Aeto	1.04	Patricina database again database database	136.60	117.20	129.70	0	.001
13			Base	4.80		309.40	100.00	100.00	6	0
+ 14	149	Skirt			264.28	68,56	100.91	101.26	.064	.039
15			Silo	17.57		68.02	100.35	100.60	.004	5002
16	-		Acro	40.60	4 4	67.80	100.64	101.12	.001	0_
12	-		Bane	40.60		69.10	101.70	102.76	.009	.006
.8	-	MISSILE		1:	954.28			STATE STATE		
19	-		5116	32.20						
50 51	-		Aero	C1.67.				-	-	
2	-		Ваяс_	56.71	Accommodate tribuly - unarrior plants - made an Wash		-			-
52	-		Jett	1286.96	sile Sta	1	L.,			-

* Boeing Section Stations (See Missile Station Diagram)
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**Roeing Section Stations (See Missile Station Diagram)
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,	MISSILE NO. 90 WEIGHT AND BALAN	ICE SUMM			DATE	r NO			
y-	MAJOR COMPONETITS		EXPENDED	TOTAL		R OF GRA	VITY	INES	AITS
SEC.	DESCRIPTION	DATA	WEIGHT (LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	FITCH
1 41	RV Spacer								
2		Silo							
3		Aero							
	CTLI Section							manager in glass consistency, consistency,	water white court on white
5		Silo							appropriate control control
6		Aero							
	G&C Section			1.02	80.94	100.00	100.00	0	Q
8		Silo	-						
9		Aero		300 200	OB 7777	105 29	111.23		007
	3rd Stage Engine	611	1.0	17.67	98.77	106.38		Ω	.003
1/-		Silo	.43		94.95	110.30	117.70	00	Q
2		Aero Base	.80		94.95	110.30	117.70	0	0
4 45	Interstage 2-3	Dane	.20	120,69	131:00 59.83	100.00	101.52	,010	1006
5	(Fwd)	Silo		760 02		AVVAVZ	4		
6		Aero					A CONTRACTOR OF THE PROPERTY O	The second secon	ne demografico esplicable n
7		Base	2.81		27 - 33	107.51	108.65	0	0
8		Silo	1.92		61.11	101.01	101.74	0	0
9	Jett1soned	Aero	3,10	- Managoria (Saron de la colonida (Saron de	61.59	100.27	100.47	0	0
0	Portion	Base				No. of Contrast of			THE SCHOOL PROPERTY AND SCHOOL AND
1	T.	- Jett	87.95		61.72	98. n	100.70	.008	.005
2 45	Interstage 2-3			63.83	80.60	94 32	101.46	.006	.00
3	(Aft)	Silo	1,18		80.27	100.50	100.84	Q	Q
4		Acro	1.18		82.00	103.07	105.23	0	0
5 46	2nd Stage Engine			32.74	147.04	105,89	110,24	.001	.018
6		Silo	.63		99,62	112.30	121.20	Q	0
7-1-1		Acro	.53		99.162	112,30	121.20	0	0
8		Base	1.80		189.25	100.00	100.00	0	0
9 47	Interstage 1-2			2-3.96	67.17	99,47	101.64	_032	.022
5	(Fwd)	Silo							Newson and American Control of Control
1		_Aero_	2.10		(1. 0)	110.05		State dividing space space appropriate	
2		Base Silo	3.10		66.61	112.35	115.53	0	o
	Jettisoned	Aero	7.56		66.67	100.32	100.55	.001	0
5	Portion	Base			67.09	100.10	100.17	.001	001
6	- AULIAGE - L	- Jett	198.83		68,86	98.56	100,52	.028	.018
7 47	Interstage 1-2			129, 50	96.91	100.82	99.84	.024	.011
8	(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0
9		Acro	3.37		97.71	101.98	103.41	.001	0
0 48	let Stage Engine		N. C.	60,62	228.06	109.86	116.71	.004	.11
1	1	Silo	2.89		190.41	111.84	120.45	0	.001
2	-	Aero	1.04		136.60	117.20	129.70	. Q	.001
3 1	Clades	Base	4.80	Arr arr	309.40		100.00	0	0
4 49	Skirt	C13-	177 572	284.78	56,50	100.66	101.14	.064	.039
5		5110	17.57		68.02		100.60	.004	.003
2		Aero	40.60		67.62	101.70	101.12	.001	0
7 8	MISSILE	Вале	-0.05	954, 81	69,10	101.10	102.10	.009	.000
9	11,007,00	Silo	32.20	17604		· · · · · · ·			· · · · · · · · · · · · · · · · · · ·
9		Aero	21.25	The state of the s					
1		Basa	58.71						
2	1	Jett	286.76				<u> </u>	-	
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* Boeing Section Stations (See Missile Station Diagram)
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**Boeing Section Stations (See Missile Station Diagram)
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LINE	g	MAJOR COMPONÉNTS		EXPENDED	TOTAL	-	R OF GRA	VITI	SLUG F	RTIA P2×10~3
3	380	DESCRIPTION	DATA	(LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1	41	RV Spacer				The state of the s				
2			Silo			en estour				
3			Aero							
	39	CTLI Section								
5			Silo	-						
6			Aero		1 00	80.94	100.00	100.00	0	0
	142	G&C Section		-	1.02	00.94	100.00	100.00		
8			S110	-						
9		* 10. F-1-	Aero	-	37 60	-C +-	306 30	111 00		003
	44	3rd Stage Engine	041-	1.2	17.65	98.73	110.30	111.25	0	.003
11			Silo	.80		94.95	110.30	117.70	0	Ö
12			Base	.80		131.00	100.00	100.00	ŏ	. 0
13	45	Interstage 2-3	Dobe	+5×	120.24	60.02	100:20	101.52	.010	.006
5	1	(Fwd)	Silo	1						1000
16			Aero							
17			Base	2.81		57 - 33.	107.51	108.65	0	0
18		r	Silo	1.92		61.11	101.01	101.74	0	C
19		Jettisoned	Aero	3.40		61.59	100.27	100.47	0	0
20		Portion	Base							
21		4	- Jett	87.48		62,00	39.04	100.65	.008	.005
22	45	Interstage 2-3			63,53	80,60	99, 32	101.46	.006	.003
23.	-	(Aft)	\$110	1.18		80.97	100.50	100.84	0	0
24	1		Aero	1.18	-	85.00	103.07	105.23	0 .	
25	46	2nd Stage Engine		75	32.75	147.06	105.88	110.24	.001	.018
26	-		_Silo_	- 63	-	99.62	112.30	121.20	0	0
27.	-		-Acro	1.53	-	99.62	112.30	121.20	. 0	0.
29	42	Interetage 1-2	Base	1.80	243.80	189.25	100.00	100.00	0	0
30	17	(Fwd)	Silo	-	29 5.00	67.09	99.63	101.57	.032	.022
11	7		Aero		-				••••	-
52			Base	3.10		64.06	112.35	115.53	0	0
53		-	- 5110	4.21		66.61	100.32	100.55	,001	0
54		Jettisoned	Aero	7.56		66.87	100.10	100.17	.001	.001
55.		Portion	Base	198.67		67.09	100.27	100.76	.001	0
55.	-	4	- Jett	198.67		68.77	98.76	100.44	.028	.018
27	47	Interstage 1-2		-	129,41	96,91	100,82	99.84	+024	.014
38		(Aft)	Silo	3.31		96.69	100.34	100.59	.001	0
59	1.9	let Stage Engine	_Acro_	7,41	20.00	97.71	101.98	103.41	.001	0
+1	120	Tot stake rukine	Silo	2 80	60,48	100 1	109.88	116,75 120,45	.004	.115
12			Aero	2:89		136.60	117 22	129.70	0	-004
13			Base	4.80		309,40	100.00		0	.001
+14	49	Skirt	2000	1130	284.48	68.58	100.83	101.17	.064	1039
15			Silo	17.57	2000	68.02	100.35	100.60	.004	.002
46			Aero	3,33		67.80	100.64	101.12	.001	0
42			Вале	40.60		69.10	101.70	102.76	.001	.006
48	1_	MISSILE			953.36					
49	1_		Silo	32.20						
50	1_		Aero	21.25						
59 50 51 52	-		Base	58.71						
52			Jett	286.15					- S	

Foeing Section Stations (See Missile Station Diagram)
2-5550-0-58

| BOSSINES | VOL | NO D2-13946-10 | SEC | NACE 14

3.	4	MISSILE NO. 908 WEIGHT AND BALAN				DATE						
LINE	SEC.	MAJOR COMPONENTS DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL WEIGHT	F-14-1-5	R OF GRA	VITI		RTIA T2x10-3		
3	100	DEDUKE TECH		(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH		
1	41	RY Spacer										
2			5110									
3			Aero									
	39	CTLI Section					•			-		
5			Silo	-			Secretary.					
6	-		_Acro_	-	1.02	80.94	100.00	100.00	0	0		
	42	G&C Section		-	1.02	00.94	100.00	100.00	-			
8	-		Silo	-	-		-					
9	1.7.	3rd Stage Engine	Aero	-	17.64	98.71	106.39	111,25	0	.003		
ı	7.7	Ma praka buktue	Silo	.43	2120	94.95	110.30	117.70	0	0		
12			Acro	.80		94.95	110.30	117.70	0	0		
3			Base	.20		131:00	100.00	100.00	0	0		
4	45	Interstage 2-3		1	120.39	59.54	100,11	101.44	.010	.006		
5		(Fwd)	Silo									
6			Aero'									
7			Baso	2.81		57 - 33	107.51	108.65	0	0		
8		f	5110	1.92		61.11	101.01	101.74	0	0		
9		Jettisoned	Aero	3.40		61.59	100.27	100.47	0	0		
O.		Portion	Bane	-		-		1000000				
1	1 -		- Jett	87.63		61, 33	98.91	100.59	.008	.005		
	45	Interstage 2-3	7.13		63.63	80,60	99,32	101.46	.006	.003		
3.	-	(Aft)	Silo	1.18	-	80.97	100.50	100.84	0	0		
	46	2nd Stage Engine	Vero	1.18	32.60	146.85	103.07	105.23	.001	.018		
6	TW	THE STURE WINETUR	Silo	.63	2000	99.62	112.30	121.20	0			
7			Voro	.53		99.62	112.30	121.20	Ö	0		
8			Base	1.80		189.25	100.00	100.00	0	0		
	47	Interstage 1-2			5/1/1-5/1	67.16	99.47	101.55	.032	.022		
50		(Fwd)	Silo						10.15	1.000		
1			Aero									
53			Base	3.10		64.06	112.35	115.53	0	0		
3		f	Silo	4.21		- 62:63	100.32	100.55	.001	0		
4	-	Jettinoned	_Aero_	7.56			100.10	100.17	.001	.001		
5	-	Portion	_Base_	5.40	-	67.09 68.84	100.27	100.76	.001	0		
	1.7	Interstage 1-2	- Jett	199.11	100 67		96,56	100.41	.028	.018		
8	-11	(Aft)	Silo	3 37	129,67	96.69	100.82	99.84 100.59	.001	.014		
9		10,11	Acro	3.37	THE RESERVE	97.71	101.98	103.41	.001	0		
Q	48	lot Stage Engine			51.13	THE RESERVE OF THE PERSON NAMED IN COLUMN 1	104.26		.004	.115		
11			Silo	2.89		190.41	111.84	120.45	0	.004		
12			Aero	1.04 4.80		136.60	117.20	129.70	0	.001		
3	-		Base	4.80		309.40	100.00	100.00	0	0		
		Skirt		1	285.03	68, 54	100.88		-064	.039		
15	-		3110	17.57		68.02	100.35	100.60	.004	.002		
12	-		Aero	40.60		67.80	100.64	101:12	.001	0		
18	-	MISSILE	Bane	45.00	OFF 35	69.10	101-10	102.10	.009	.006		
10	100	TIANGAMI	\$11o	32.20 -	955.35							
50			Aero	21.25								
50			Base	58.71		-						
.5	1		Jett	286.74		-	-			THE REAL PROPERTY.		

* Boeing Section Stations (See Missile Station Diagram)
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3.	5	WEIGHT AND BALAN		VHX 0000116		DATE						
4	6	MAJOR COMPONENTS		EXPENDED	TOTAL		OF GRAN	111		TTIA 72×10-3		
177	SEC	DESCRIPTION	DATA	VEIGHT (LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	PITCH		
ī	41	RV Spacer										
ē			5110									
3			Aero									
ŧ	39	CTLI Section	-									
5			Silo									
ź			Acro			The at-	155 55	300 00		0		
?	42	GRC Section		-	1.02	80.94	100.00	100.00	Q			
3			5110									
2			Aero	1	10 00	00.00	176 36	133 00	-	0012		
2	44	3rd Stage Engine	643.	la la	17.73	98.8	110 30	111.20	0	.003		
L			Silo	- 43			110.30	117.70		0		
2			Base	.80		94.95	100.00	100.00	- 0	- 0		
1	Le	Interstage 2-3	Dase	.20	120.15	50 Bo	100.14	101.42	.010	.006		
1	7.2	(Fwd)	Silo		- ALVERY	44.44	- b					
5		ACES/	Aero							THE REAL		
2			Base	2.81		27-33	107.51	108.65	9	0		
į		4	- Silo	1.92		61.11	101.01	101.74	0	. 0		
2		Jettiagred 1	Aero	3.40		61.59	100.27	100.47	0	0		
ì	1	Portion	Base									
ı		4	- Jett	87.39		61.82	98.95	100,96	.008	.005		
Ž	45	Interstage 2-3			63.47	80.60	99.32	101.46	.006	.003		
4		(Aft)	5110	1.18		80.97	100,50	100.84	. 0	0		
+			Aero	1.18		82.00	103.07	105.23	0			
5	46	2nd Stage Engine			32.71	147,00	105.89	.110.25	.001	.018		
6	-		Silo	.63		99.62	112.30	121.20	0	Q.		
7.	-		Agro	.53		99.62	112.30	121.20	0	0		
8	-		Base	1.80		189.25	100.00	100.00	0	0		
	47	Interatage 1-2			293.93	66.97	99.50	101.60	032	.055		
2	-	(Fvd)	\$110	-								
1	-		Vero			- 71 -7				-		
2			Base	3.10		64.06	112.35	115.53	0	0_		
5.	-		Silo	7.56		66.61	100.32	100.55	-001	0		
5	-	Jettisoned Portion	Aero_			67.09	100.10	100.17	.001	-001		
Š	-	POPLION	Base Jett	198.60	BILL DES	69.18	98, 59	100.10	.028	.018		
7		Interstage 1-2	777	- VI VV	129.48	96.00	100, 32	99.84	.024	-014		
3	1	(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0		
9			Anro	3.41		97.71	101.98	103.41	.001	ò		
		let Stage Engine			61.04	228.80	109,79	116,79	.004	.115		
1	-		Silo	2.89		190.41	111.84	120,45	0	.004		
2			Aero	1.04			117.20		0	.001		
3	-		Bese	4.80	Variable Co.	309.40	100.00	100.00	0	0		
4	49	Skirt			287.18	68,50	100,78		.064	.039		
ļ	1		Silo	17.57		66,02	100.35	100.60	,004	.002		
6	+		Vero	3.33		67.80	100.64	102.16	.001	0		
2	-	MICOTUR	Bane	40.60	200	69.10	101.70	102.76	.009	.006		
8	+	MISSILE	9/1-	20 00	956.71					-		
č	-		Silo	32.20	-	-	-		-	-		
i	1		Aero	58.71		-	-			-		
901	1	-	Jett	286.19								
4	_	Boeing Section St				-						

* Boeing Section Stations (See Missile Station Diagram)
2-5950-0-58

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3.		MISSILE NO. 910 WEIGHT AND BALAN MAJOR COMPONENTS		ARY 0000426		DATE	NO			-
LINE	380.	DESCRIPTION	DATA	EXPENDED WEIGHT (LB)	TOTAL WEIGHT (LB)		OF GRA	VERT.	SLUG F	PITCH
_	1.3	rmr 8		(40)	(10)	LUNG.*	DAT.	VERI.	ROLL	111011
1		RV Spacer		-						***
3	-		Silo	-						-
2	70	CTLI Section	Aero	-						
-	23	CILL SECTION	Silo	-						-
5	-		Aero	-						
7	42	G&C Section	Vara		1.02	80.94	100.00	100.00	0	0
8	-	040 900 1204	Silo			and the state of t				
9			Aero	-			27 1= 10.5 =			
	44	3rd Stage Engine			17.70	98.82	106, 37	111.22	0	.003
1			Silo	.43		94.95	110.30	117.70	0	Q
2	-	7-	Aero	.80		94.95	110.30	117.70	0	Q
3			Base	.50		131.00	100.00	100.00	0	0
	45	Interstage 2-3			120,36	59.90	100,03	101.54	.010	.006
5		(Fyd)	Silo	·						
6			Aero				I vas amos	278.		
7.	-		Base	2.81		27 - 33	107.51	108.65	0	0
8	-	T	Silo	1.92		61.11	101.01	101.74	0	0
9	-	Jettisoned 4	Aero	3.40		61.59	100.27	100.47	0	0
Q.	-	Portion	Baue	00.75		75 E	60 00	122 77	200	AAF
1			- Jett	87.60		61.53	98,80	100.71	800+	.005
2	45	Interstage 2-3		7.00	63.61	80,60	99,32	101,46	.006	.003
13	-	(Aft)	Silo	1.18		80.97	100.30	100.84	0	0
-	1.0	Ded Chara Paulas	Aero	1.18	-0.00	00.58	103.07	105.23	0	
6	40	2nd Stage Engine	Silo	60	32.73	147.03	105,89	121.20	.001	.018
7			100000000000000000000000000000000000000	-63 -53		99.62	112.30	121.20	0	0
8	-		Base	1.80		189.25	100.00	100.00	0	0
	47	Interstage 1-2	Dage	1.00	243.49		99.55	101.54	.032	.022
O	-	(Fwd)	Silo			21.0	170.00		10.32	
1		11.742	Aero	1			-			
2			Base	3.10		64.06	112.35	115.53	0	0
3			Silo	1,21		66.61	100.32	100.55	.001	0
14		Jettisoned	Aero	7.56		66.67	100.10	100.17	.001	.001
15		Portion	Base	5.40		67.09	100.27	100.76	.001	0
6		- 4	- Jett	198.36		69.04	98.65	100.40	.028	.018
12	47	Interstage 1-2			129,22	96,91	100,82	99.84	.024	.014
8	-	(Aft)	Silo	3.37		96.69	100.34	100.59	.001	Q
ig.	1.0	let Stage Engine	Acro	3,41		T(T)	101.98	103.41	.001	0
V.	40	Lot Stage Engine	17.4.9	0.00	50, 30	228.60	109,82	116,63	.004	115
12	-		Silo	2.89		190.41		120.45	0	.004
3	-		Aero	4.50		136.60	117.20		0	.001
14	40	Skirt	Bane	4,00	287.33	309.40	100.00		.064	0
15	1		3110	17.57	=01.22	60.02	100.92	100.60	.004	.039
5			Aero	3.33		67 80	100 66	101 12	.001	-005
17			Вале	40.60		69.10	100.35 100.64 101.70	101.12	.001	.006
17		MISSILE			956. 36			all light some		
19			5110	32.20				7		-
0	1		Aero	21.25						-
99			Base	58.71			7.00	-	TT. TT.	
52	1		Jett	285.96		1000				

* Boeing Section Stations (See Missile Station Diagram) , 2-5550-0-58

| NO DE-13946-10 | NO DE-13946-10 |

		MISSILE NO. 911 WEIGHT AND BALAN MAJOR COMPONENTS			,	DATE				
ल	•	, ,		EXPENDED	TOTAL	CENTER	R OF GRA	VITY	SLUG F	RTIA
LINE	SEC	DESCRIPTION	DATA	WEIGHT (EI)	WEIGHT (LB)	LONG.	LAT.	VERT.	ROLL	PITCH
1	41	RV Spacer							application of the second	the dealer address the same
2			Silo							
3			Aero.							
	39.	CTLI Section								
5			Silo							
6			Aero		1.02	80.94	100.00	100.00	0	0
	42	G&C Section	013.		1.02	00.94	100.00	100.00		
8			Silo							
9	1.1.	3rd Stage Engine	Aero		17.68	98.78	106.35	111.23	0	.,003
	44	ord Stage thisine	Silo	.43	11.00	91.95	110.30	Annual dia management of	0	Q
1			Acro	.85		94.95	110.30	117.70	0	Q
2_3			Ваве	.20	Language Applications to the control of the control	131:00	100.00		0	Č
	45	Interstage 2-3	2000		120,24	59.54	100.11	101.49	.010	,006
5		(Fwd)	Silo			and the state of	****		The Late and page 1	Name of the last
6		1	Aero		e or insurgenously into displaying the	- Ngung phasilitins sinks "an Indiana" - vila	- одоби мау. Досе вару ический подосущений подосущени	Company of the Compan	Colongo - consider consideration of the Colon Colon	Total Parketter of State (1994)
7			Base	2.81	rospellinis, przedłoskyń prikritisky dibenją	57.33	107.51	108.65	Q	0
8			Silo	1.92	AND THE PERSON NAMED IN COLUMN 1	61.11	101.01	101.74	0	0.
9		Jettisoned	Aero	3,40		61.59	100.27	100.47	0	0
Q		Portion	Base							
1		L.	- Jett	87.42		61.34	98.92	100.65	.008	.005
2	45	Interstage 2-3			63.53	60,60	29.32		.006	.003
3.		(Aft)	Silo	1.18		_82.97	100.50	100.84	0	Q
14			Aero	1.18		82.00	103.07	105.23	0	0
	46.	2nd Stage Engine	-	1	2.72	147.02	105.89		.001	.018
6_			_Silo_	.63		_92.62.	112.30	151.50	Q	0
7_			_Acro_	.53		99.62	112.30	121.20	0	0
8	1.5		Base	1.80	ATT 80	189.25	100.00		0	0
9.	47	Interstage 1-2	~		244.58	67.05	99.58	101,49	032	.022
0		(Fwd)	Silo						on the second second second	r salavaja vistoja jihan
2	-		Agro	2.30		(). ()(110 20		demonstration to the second of	and the control
3			Base	3.10		64.06	112.35	_115.53	0	0
4		Jettisoned	- Silo Aero	4.21 7.56		-66:61	100.32		.001	0
5		Portion	Base	5.40	Tributa on redamento con quelesconos apendo	67.09	100.27	100.17	.001	_ 001
E			- Jett	199.15		68.71	38.70	100.34	.028	.018
	47	Interstage 1-2			129,58	96,91	100.82	99,8	.024	.014
8		(Aft)	Silo	3.37		96.69	100.3	100.59	.001	Ü
9			Acro	3.37		97.71	101.98	103.41	.001	0_
Q	43	let Stage Engine			60.05	227.52	109,96	116,87	-004	.115
1			\$110	2.89		190.41	111.84	120.45	0	.004
2	-		Aero	1.04		136.60	117.20		0	.001
3	1.0	0.4.4	Base	4.80	Amm	309.40	100.00	100.00	0	0
4	49	Skirt			288.43	68.51		101.07	.064	.039
5			5110	17.57		68.02	100.35	100.60	.004	.002
6.7			Aero_	3.33		67.60	100.64	101.12	.001	.006
2	-	MISSILE	Bane	40+00	057 25	69.10	101.10	102.10	.009	.006
8	-	HADDILD	643.	32.20	957.63					
ó	1		Silo				-			
012	1		Bone	21.25				-		
3	-		Jett	286.51	-				-	
ji,		Boeing Section St			11 0		-			-

MO 12-13945-10

		WEIGHT AND BALAN MAJOR COMPONENTS	CE SUM	ARY 000431		DATE				
-7				EXPENDED	TOTAL	CENTER	OF GRAV	/ITY	INER SLUG FT	AITIA
TUTY	ञ्ड	DESCRIPTION	DATA	(LB)	VEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL .	PINCH
1	41	RV Specer								
2			Silo							4 -protection
3			Aero							
4	39	CTLI Section				and the second second second			Arm April Control Control	
5			Silo							
٤.	1.0	22.0	Aero		1.02	80.94	100.00	100.00	0	0
	142	G&C Section	C13.		1.02		100.00	100.00		management Tourism
8			Silo Aero							-
4	1.1.	3rd Stage Engine	Mero		17.70	98.82	106, 37	111,22	0	.003
1		JI d D Cago DugInd	Silo	.43	,	94.95	110.30	According to the Control of the Cont	Q ·	0
2			Aero	.80		94.95	110.30	117.70	0	Q
3			Base	.20		131.00	100.00	100.00	0	0
4	45	Interstage 2-3			120,28	59,82	100.00	101.53	.010	,006
5		(Fwd)	Silo						Balantania (1-17-10-14-14-14-14-14-14-14-14-14-14-14-14-14-	Karlonik Kinda, 40 km² MAP
6			Aero		Appendix - Coppension of Technological					Proposition of the Control of the
2			Base	2.81		_57.33	107:51	108.65	0	0
8		<u> </u>	- Silo	1.92		61.11	101.Ql	101.74	0	0
9		Jettisoned 4	Aero	3,140		61.59	100.27	100:47	0	. 0
Ç		Portion	Base				- C		000	205
1	11 -		- Jett	87,52		61,73	98,76	100.71	.008	.005
	145.	Interstage 2-3	4		63,54	8ා.60	99, 32	101,46	.006	003
34	-	(Aft)	Silo	1.18		72.03 82.00	100.50	100.84	0	0
		2nd Stage Engine	Acro	1.10	32.67	16.94	105.90	110.27	:001	.018
6		SHO STORE WIRTHA	Silo	.63	VE-01	99.62	112.30	131.50	0	0
7	-	****	_Acro_	.53	alemperation of the last control of the second of the seco	99.62	112.30	121.20	0	0
8	1	, `	Base	1.80		189.25	100,00	100.00	0	0
		Interstage 1-2	Date	1 2.00	244.02	67.32	99.48	101.04	.032	.055
o	1	(Fwd)	Silo				encontroller des accomment		I. Vande	
1			Aero '				and the control of the control of			
2			Base	3.10		64.06	112.35	115.53	0	o_
3			- Silo	4.21		66.61	100.32	100.55	,001	0
4	-	Jettiedned d	_Aero_	7.56		66.87	100:10	100.17	.001	LCO.
5		Portion	Base	5.40		67.09	100.27	100.76	.001	Q
6	1.0	7	- Jett	198.89		69.04	98, 57	100, 38	.058	.018
7.8	147	Interetage 1-2	13.1.3	3 07	129.54	96,91	100,82	99.84	.05/1	.014
9	1-	(Aft)	Silo Acro	3.37	Martin Control of the State of	96.69 97.71	100.34	103,41	.001	0
0	48	lat Stage Engine	Yero	7.74	60.97	228 70	109.81	116.61	.001	115
1	1	- Track a military	Silo	2.89	97.071	100 10	111.8	120.45	. 0	.004
2			Aero	1.04		136.60		129.70	. 0	.001
3		·	Base	4.80		309.40	100.00	100.00	0	0
1,	49	Skirt			287.83	68, 52	101.05	101.07	.064	.039
5	-		Silo	17.57		68.02	100.35	100.60	.004	2005
6			Acro_	40.60		67.80	100,64	101.12	.001	0
7	-	M	Base	40.60		69.10	101.70	102.76	.009	.006
8	-	MISSILE	and the state of t	20.01	457.57	-				
9			S110_	32.20						-
0	+-		_Aero_		-					
52	-	The state of the s	Bage	58.71			-			
L	1	Boeing Section St	Jett	286.11	I		J	1	1	1

Boeing Section Stations (See Missile Station Dingrem)
2-5550-0-58

**Boeing Section Stations (See Missile Station Dingrem)
2-5550-0-58

**Boeing Section Stations (See Missile Station Dingrem)

**Sec | MO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile Station Dingrem | NO DE-13046-10 | Sec | Missile

		WEIGHT AND BALAN		0000417		DATE				
a	6		2/	EXPENDED	TOTAL	CENTER	R OF GRA	VITY	INE	RTIA
LDIE	Sign	DESCRIPTION	DATA	VEIGHT (LB)	·WBIGHT- (LB)	LONG.*	LAT.	VERT.	ROLL	T2x10-3
1	41	RV Spacer								
2			Silo							
3	*		Aero							
	139	CTLI Section								-
5			5110							
6			Aero	-		To all	100.00	300 00		
	145	G&C Section			1.02	80,94	100.00	100.00	0	0
8	-		5110			-	-			
9			Aero	-	17.75	00 00	105.00	111 00	-	222
_	144	3rd Stage Engine	70.77	1-00	17.65	28,72	106, 39	111,25	0	.003
1	-		Silo	.43		94.95	110.30	117.70	- 0	0
2	-		Aero	.60		94.95	110.30	117.70	0	0
3	Le	Interstage 2-3	Base	.20	119.91	59.70	100.00	100.00	,010	,006
5	7.2	(Fwd)	5110		117.21	-27.10	ACCEPT	101101	1010	136.60
6		35.442	Aero	-						
			eans	2.81	-	27.33	107.51	108.65	0	0
7.8	-		- 5110	1.92		61.11	101.01	101.74	ō	0
9		Jettisoned	Aero	3.40		61.59	190.27	100.47	0	0
0	1	Portion	Base	1-31.10			250.61	200		
1	1	10,010	- Jett	87.15		61.56	98.92	100.81	.008	.001
	45	Interstage 2-3	0000	01017	63.31	80.60	99.32	101.46	.006	.003
3	1	(Aft)	5110	1,18	U.S. 31	80.97	100.50	100.84	0	
4		- VALUE	Aero	1.18		82.00	103.07	105.23	Ö	0
_	46	2nd Stage Engine	-nv.v	7.40	32.71	147.08	105.88	110.24	.001	.018
6		LICK O LINES SINGSING	Silo	.63		99.62	112.30	121.20	0	Q
7			Acro	.53		99.62	112.30	121.20	0	Ö
8			Base	1.80		189.25	100.00	100.00	o	'n
	47	Interstage 1-2		1.10	214.52	67.08	99.51	101.09	.032	.028
O.	1	(Fwd)	Eilo	1			221.25	-AV-4A-72	12.36	17.70
1			Aero					85.75 TO		
52			Bane	3.10		64.06	112.35	115.53	0	0
3		r	- 5110	4.21		- 66.61	100.32	100.55	,001	0
4		Jettimonad	Aero	7.56		66.87	100.10	100.17	.001	.001
15.		Portion	Base	5.40		67.09	100.27	100.76	.001	0
16.		L	- Jett	199.49		68.75	98,61	100.44	.028	.018
	47	Interstage 1-2			129.89	95.91	100.82	99.84	.024	014
8	-	(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0
9			Acro	3.41		97.71	101.98	103.41	.001	0
Q.	45	lot Stage Engine			61.17	226, 99.	109.77	116.56	.004	.115
1	-		Silo	2.89		190.41	109.TI 111.84	120.45	0	.004
2	-		Aero	1.04	-	136,60	117.20	129.70	0	.001
3	100	Cutan	Bang	4.80	-0	309.40	100.00	100.00	0	0
	149	Skirt	041	100	289.88	68,54	100,91	101.07	.064	.039
5	-		Silo	17-57		68.05	100.35	100.60	.004	-005
6.7	-		Acro.	40.60	- William 12	67.62	100,64	101.12 102.76	.001	0
8	1	MISSILE	Bane	40.00	of a ac	69.10	101.70	102.10	.009	.006
2	-	1000110	***	122.22	960.22					
0	1		5110	32.20						-
	+		Aero	21.25		-	-			
1	-		Base	50.71			-			-
35		Boeing Section St	Jett	286,64	-	ion Ding				Contract of the Contract of th

* Boeing Section Stations (See Missile Station Diagram)
2-5550-0-58

SEC | NO DE-1 3946-10 >

3. 3	LO	MISSILE NO. 911 WEIGHT AND BALAN MAJOR COMPONENTS	CE SUN			DATE	. NO			
LINE	SEC.	DESCRIPTION	DATA	EXPENDED	TOTAL WEIGHT		OF GRA	VITI	SLUG F	RTIA P2x10-3
-				(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
	41	RV Spacer		-						
2			Silo	-						
3	70	2011 0	Aero		-					
	29	CTLI Section	Silo	-		-				
5	-		Aero	-	-		Sales Sales			
7	45	G&C Section	VETA	1	1.02	80.94	100.00	100.00	0	0
8			Silo						1000	
9			Aero	1						
	44	3rd Stage Engine	17/2		17.72	98,86	106, 36	111.20	0	.003
1			Silo	.43		94.95	110.30	117.70	0	Q
2			Aero	.80		94.95	110.30	117.70	Q	Q
3	_		Base	.20		131:00	100.00	100.00	0	.0.
	45	Interstage 2-3			120.42	59.66	100.04	101.59	,010	_,006
5		(Fwd)	5110				A)			-
6			Aero	0.04		E17 33	107 61	108.65		- 0
7			Base	2.81		27.33	107.51	101.74	0	0
6	-		Silo	1.92	-	61.11	101.01	100.47	0	0
9.		Jettisoned Portion	Aero	3.40	-	01.32	100,51	1.70.41		- 0
0		Portion	Base - Jett	87.66		61.50	98.83	100.78	.008	.005
2	45	Interstage 2-3	Decc	91,500	63,65	80,60	99.32	101.46	.006	.003
3		(Art)	Silo	1.18	- 53.52	80,91	100.50	100.84	0	
4		The state of the s	Aero	1.18		82.00	103.07	105.23	ŏ	0
5	46	2nd Stage Engine		1	32,61	146.86	105.91	110.28	.001	.018
6			Silo	.63		99.62	112.30	121.20	Q	0
7			Acro	53		99.62	112.30	121.20	0	0
8		1	Base	1.80		189.25	100.00	100.00	0	0
	47	Interstage 1-2	- 100000		243.99	67,27	99.45	101.64	.0.32	.022
Ю.		(Fwd)	Silo					39.7.		1// 5//11
1	-		Aero			-				
2	-		Base	3.10		64.06	112.35	115.53	0	0
3	-	T	Silo	7.56		66.61	100.32	100.55	.001	0
15	-	Jettisoned Portion	Aero	And the second second		65.87	100.10	100.17	.001	001
6			- Jett	198.83		68.99	95.53	100,76	.001	.018
7	47	Interstage 1-2	2045	1 2000	129, 50	96.91	100.82	99.84	.024	.014
8		(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0
9			Acro	3:37		97.71	101.98	103.41	.001	.0
Q.	48	let Stage Engine			60.90	228,59	3 13 m (3.65)	116,63	.004	.115
1	_		Silo	2.89		190.41	111.84	120.45	Q	.004
12	-		Aero	1.04		136.60	117.20		0	.001
2	11.8	Skirt	Base	4.80	-7.	309.40	100.00		0	0
-	1.9	SKirt		12.00	288, 53	68,56	100.78	101.13	.064	-039
5	-		Silo	17.57		68,02	100.35 100.64 101.70	100.60	.004	.002
7	-		Aero	140.60		67.60	101 70	101.12	.001	0
8	1	MISSILE	Bann	70,100	958. 31	69.10	TAY-10	105.10	.009	-006
0	1	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW	S110	32.20	224					
0	1		Aero	21.25				-		
7.8 9 21			Boso	28.71						
12	1		Jett	286.49		-		-	-	-

2-5550-0-58 (See Missile Station Diagram)
2-5550-0-58 (See Missile Station Diagram)
2-6550-0-58 (See Missile Stati

٠. د	11	MISSILE NO. 915 WEIGHT AND BALAN	CE SIDE	ARY		- REPORT	. 310.			
		MAJOR COMPONENTS				DATE				
LINE	SEC.	DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL WEIGHT		OF GRA		SLUG F	RTIA T2x10-J
2				(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1	41	RV Spacer								
2	-		Silo	1						
3	120	0.501	Aero							
	139	CTLI Section	243-							
5	-		\$110							and the state of t
모	42	G&C Section	Acro	1	1.02	80.94	100.00	100.00	Q	0
8		GAC DECCTOR	Silo		2.02				assumente: servi Tri portili di s	a pagasini (ku patika 1930 - 1950)
g.	-		Aero				-	-	-	
4	44	3rd Stage Engine	XC10		17.77	98,95	106.35	111,17	0	_,003
1		7, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4,	Silo	-43		94.95	110.30	117.70	0	Q
2			Aero	.80		94.95	110.30	117.70	9	0
3			Base	+50		131:00	100.00	100.00	2	Q
4	45	Interstage 2-3	- Mayor course - Advantor - Mayorian		120,21	59.79	100.04	101.51	.010	.006
5.	-	(Fwd)	Silo		m				The contract the second section of the	an-vincing views by:
6			Aero		the state and applied the state of the state of		Marine Andrewson Commission (Co.)		South Spall and public Service 1999 199	Application of the part of the
7_			Base	2.81	tinger also have at good as the second relative	_57:33	107.51	108.65	0	0
3	-		Silo	1.92	- the control of the second control of the second	61.11	101.01	101.74	0	0
9.	-	Jettisoned	_Aero_	3.40		61.59	100.27	100.47	0	0
2		Portion	Bane	00. 1.5		75 (0	00 00	100 6	800.	ONE
1	1.0		- Jott	87,45	(a) (b)	61.68	98.83	100.68	.006	-005
Ś.,	42.	Interstage 2-3	CAN	1 20	63,51	80,60	99.32	101,46	the state of the s	.003
3		(Aft)	Silo	1.18			100.50	100.84	0	0
5	46	2nd Stage Engine	Aero	1.10	32.91	147.28	105.85	110.19	.001	.018
6.	10	THY S CURA THRITIA	Silo	.63	2-0.21	29.62	112.30	121,20	Ω	0
7			Acro	.53	-	99.62	112.30	121.20	0	Ö
8	-		Base	1.60		189.25	100.00	100.00	0	0
	147	Interstage 1-2			243.11	67.25	99.37	101.59	.032	022
Q		(Fwd)	Silo						relate to the supplement of the control of	100 mg 100 mg 100 mg
1			Aero		Angus de Leury guidentiere de Laury		Species and resident to the second se	Manual Control of Cont	CONTRACTOR SE VALVA	The state of the s
2			Base	3.10		64.06	112.35	115.53	0	0_
3	-		- Silo	4.21		66.61	100.32	100.55	-001	Q
4_	-	Jettisoned	Aero_	7.56		66.67	100,10	100.17	001	001
5.	-	Portion	Base	5.40 197.98		67.09 68.96	100.27	100.76	.001	0
6	1.0		- Jett	197.98	200		98.43	100.45	.028	.018
7	147	Interstage 1-2	012	2 20	129,00	96.91	100.82	99.84	.054	· 0), 1
a	-	(Aft) Lot Stage Engine	Silo	3.37		96.69	100.34	100.59	.001	0
0	48	Int Stage Engine	Acro	3.41	60.76	91,71	101.98	103.41	.001	0
1	1	A S CO NO WIN THE	Silo	2.80	60.76	120.41	109.8	120.45	-004	.115
2			Aero	1.04		136.60	117.20	129.70	0	.001
3			Base	4.80		309.40	100.00	100.00	0	0
14	149	Skirt			289.28	68.57	100.85	101.08	.064	.039
5			Silo	17.51		50.02	100.35	100.60	1000	-003
£	-		Acro	3.33		67.60	$\frac{100.54}{101.70}$	101.12		0
2.8	-		Base	42.60		69.10	101.70	102.76	.001	.000
8		MISSILE	Total Marga	on the significant matter parameters.	957.57		W	and control	Altropy strategy who receive observations	
9	-		_ \$110	32.20	Water the self-self-self-self-self-self-self-self-	All the second s	As Management of the Control of the			
0	-		Aero	21.25						1
Y			Base	285.43					Antiqueside regis registrations and the	TO AND RESIDENCE TO LONG AND THE
3	1	Boeing Section St	Jett							İ

* Boeing Section Stations (See Missile Station Diagram)
2-5550-0-58

**ROCTING VOL.

ECTINO VOL HO D2-13946-10

3.		MISSILE NO. 916 WEIGHT AND BALAN	CE SUM			DATE	T NO			
LIME	SEC.	MAJOR COMPONENTS DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL.		R OF GRA	VITY		RTIA T2x10-
17	10	DESCRIPTION	DATA	(LB)	(LB)	LONG.	LAT.	VERT.	ReLL	PITCE
1	41	RV Spacer								
2		2000 - 110000-200 - 200	5110			100		The second		
3			Aero						A STATE OF	
4	39	CTLI Section		-						
5			3110							
5			Aero	-	1 00	Do ol	100 00	100.00	0	0
	42	GSC Section	~~~		1.02	80.94	100.00	100.00	V	-
3			Silo	-	-			377.5		
-	1.7	3rd Stage Engine	Aero	-	17.63	98.69	106,40	111.26	. 0	.003
1	22.2	Jid Stake Sukine	Silo	.43	-4110	94.95	110.30	117.70	0	0
2	-		Aero	.80		94.95	110.30	117.70	0	0
3			Вале	.20		131,00	100.00	100.00	0	0
4	45	Interstage 2-3			119.82	59.75	99.97	101.57	.010	.006
5		(Fwd)	Silo							1112.50
Ó.			Aero							
7			Base	2.81		57 - 33	107.51	108.65	0	0
ŏ,			- Silo_	1.92		61.11	101.01	101.74	0	0
9	-	Jettisoned	Aero	3.40		61.59	100.27	100.47	0	0
Q.		Portion	Bane			-6.70	70 70	100 75	220	0.05
1	li e		- Jett	87.06	63.25	61.65	98.72	100.75	.008	.005
2.	42	Interstage 2-3		1 10	63.43	80,60	99.32	101.46	006	.003
3	-	(ACt)	_S110_	1.18		80.97	100.50	100.84	0	0
-	46	2nd Stage Engine	Aero	1.10	32,69	146,97	105.90	110.26	.001	.018
6	1	Life o case migrate	Silo	.63	35,07	99.62	112.30	121.20	0	Q
2			Acro	-53		99.62	112.30	121.20	0	0
700			Base	1.80		189.25	100.00	100.00	0	0
9	47	Interstage 1-2			243.08	67.34	99.63	101,50	1032	.022
0		(Fwd)	Silo					2200		
1			Agro							
5.			Base	3.10		64.06	112.35	115.53	0	.0
٥.,	-		- 5110	4.21		66,61	100.32	100.55	-001	0
4		Jettisoned 4	Aero_	7.56		66.67	100.10	100.17	.001	.001
5	-	Portion	Base Jett	197.95		67.09	98.76	100.76	.001	.018
7	47	Interstage 1-2	11000	121222	128,98	96.91	100.82	99.84	.024	.014
8		(Aft)	Silo	3.37	200170	96.69	100.34	100.59	.001	0
8			Anro	3.37		97,71	101.98	103.41	.001	0
Q.	48	let Stage Engine			61.07	228,85		116.58	.004	.115
1	_		5110	2,09		190.41	111.84	120.45	0	.004
2	-		Aero	1.04		136.60	117.20	129.70	0	.001
3		Class - A	Bade	1.4.60	-	309.40	100.00	100.00	0	0
5	199	Skirt		1 777	286.98	68,59	100.85	101.07	.064	-039
6			5110	17.57		68.02	100.35	100.60	.004	1005
			Bane	140.60	7	67.80	100.64	102.76	.001	.006
8		MISSILE	- Action	1	954,52	97.10	2011.10	100.10	.009	.000
9			5110	32.20	221326					
Q		La Santonio Albania	Acro	21.25				-		
789012			Bane .	285.01				-		-
	_		Jett	The second second					44	

* Boring Section Stations (See Missile Station Diagram)
2-5550-0-58

**Boring Section Stations (See Missile Station Diagram)
**Boring Section Stations (See Missile Station Diagram)
**Control | NO D2 13946-10 | Sec | Dark 23

٥.	13	MISSILE NO. 917 WEIGHT AND BALAN MAJOR COMPONENTS	CE SUIM	ARY 000428		DATE	r NO			
LINE	350.	DESCRIPTION	DATA	WEIGHT	TOTAL WEIGHT (LB)		OF GRA	V. 6 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	SLUG F	
11.71				(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
	-	RV Spacer						-		
2	-		5110			-	-			-
3	-		Acro	-			-			-
4	39	CTLI Section								
5			Silo			-				
6		000 0	Aero		1.02	80.94	100.00	100.00	0	0
8	46	G&C Section	Silo	7	1.00		*00.00	200.00		
9	-		Aero							
		3rd Stage Engine	AGLO		17.70	28,82	106.37	111.22	0	.003
ī	1	N. A Grape -uprice	Silo	.43		94.95	110.30	117.70	0	. 0
2		2-31	Aero	.80		94.95	110.30	117.70	0	0
3			Base	.20		131:00	100.00	100.00	0	0
	45	Interstage 2-3			120.18	59.71	100.04	101.55	.010	.006
5	1	(Fwd)	Silo							
6			Aero							
2			Base	2.81		57 - 33	107.51	108.65	0	0
8			5110	1.92		61.11	101.01	101.74	0	0
9	-	Jettisoned d	Aero	3,40		61.59	100.27	100.47	0	0
Q	-	Portion	Base			-				
1		4	- Jett	87.42		61.57	98.83	100,74	.008	.005
	145	Interstage 2-3			63,49	80,50	99.32	101.46	.006	.003
3		(Aft)	\$110	1.18		80.97	100.50	100:84	0	0
	1.0	2 12 2	Aero	1.18	20 0	62.00	103.07	105.23	. 0	0
		2nd Stage Engine	043	70	32.81	147.14	105.87	110.22	.001	.018
7	1	7 7	Silo	63		99.62	112.30	121.20	0	0
8	1		Bane	1.80	-	189.25	112.30	100.00	0	0
	42	Interstage 1-2	Dane	4.00	244.02	67.06	99,42	101.51		THE RESERVE THE PARTY NAMED IN
0	1	(Fwd)	Silo		244.05	DI.00	27,46	104.24		*055
1		7 4	Aero							
2			Bage	3.10		64.06	112.35	115,53	0	.0
3		ct	- Silo	4.21		66.61	100.32	100.55	.001	0
4		Jettisoned /	Aero	7.56		66.87	100,10	100.17	.001	-001
5		Portion	Base	5.40		67.09	100.27	100.76	.001	0
6	-	4	- Jett	198.89		68.72	98, 51	100.36	.028	.016
7	47	Interstage 1-2			139.5	96, 21	100.82	99.84	.024	.014
8 9	-	(Aft)	Silo	3.37		96.69	100.34	100.59	.001	Q
Ä	11.0	7-4 04 0	Acro	3.41		97.71	101.98	103.41	.001	_0
1	40	let Stage Engine	0.43	0.07	60.90	256.60	109.82	116.63	.004	.115
2	-		Silo	2.89		190.41	111.84	120.45	0	.004
3	-		Aero	4.80		136.60		129.70	0	.001
i,	40	Skirt	Bane	4.00	00r 00	509.40	100.00		0	0
5	1	1	Silo	.17.57	287.88	68.47		101.15	.064	039
5			Aero	3.33		67.80		101.12	.001	.002
7			Base	40.60		69.10	101.70	102.76	:009	.006
8	1	MISSILE	-		957.54					-
19			5110	32.20					-	
0			Aero	21.25						
12	1_		Base	58.71						-
3	1		Jett	286. 31	-					1

* Doeing Section Stations (See Missile Station Diagram) 2-5550-0-58

PERSONAL NO. NO DE-13946-10

3. I	1	MISSILE NO. 918 WEIGHT AND BAIAN		Mary 00004 13		REPOR	r NO			
LINE	SEC.	MAJOR COMPONENTS DESCRIPTION	DATA	EXPENDED WEIGHT (LB)	TOTAL WEIGHT (LB)		R OF GRA	VITY VERT.		RTIA T2x10-3 PITCH
1	41	RV Spacer						-		The second
2			Silo	The second	and the same					20000
4			Aero							
4	39	CTLI Section								
5			Silo							-
6			Aero		7.00	Do of	100.00	100 00	-	0
	42	G&C Section	010		1.02	80.94	100.00	100.00	0_	- 0
8	-		Silo	-						
2	1.7.	3rd Stage Engine	Aero	-	17.65	98,73	106.39	111.25	0	,003
10	4.4	Sta Stake mikine	Silo	.43	11002	94.95	110.30	117.70	0	0
11			Aero	.80		94.95	110.30	117.70	0	0
13	-		Base	.20		131.00	100.00	100.00	0	0
14	45	Interstage 2-3		150	120,15	59,65	100.02	101,51	,010	.006
15		(Fwd)	Silo							
16			Aero							
17			Base	2.81		57.33	107.51	108.65	0	0
14			- Silo	1.92		61.11	101.01	101.74	0	0
19.		Jettisoned d	_Aero_	3,40		61.59	100.27	100.47	0	Q
20.		Portion	Bane				50 95	YAK 78		1122
21	1		- Jett	87.39	-	61.50	98.79	100.69	.008	.005
	45	Interstage 2-3			63.47	80.60	99.32	101.46	.006	-003
23	-	(Aft)	S110	1.18		80.97	100.50	100.84	0	- 0
25	46	2nd Stage Engine	Aero	1.18	32,69	146.97	103.07	105.23		.018
26	30	THE STREET WHENTED	Silo	.63	24,09	99.62	112.30	121.20	.001	0.010
27			Aero	.53		99.62	112.30	121.20	0	0
28			Base	1.80		189.25	100.00	100.00	0	0
29	47	Interstage 1-2			242,44	67.55	99.68	101.45	.032	.022
30		(Fwd)	Silo			- Aire			1.4.24	
31			Aero							
32			Base	3.10		64.06	112.35	115.53	0	0
33	-		- 5110	4.21		66.61	100.32	100.55	.001	0
34_	-	Jettisoned d	_Aero_	7.56		66.87	100.10	100.17	.001	.001
35. 36.	-	Portion	Banc_	5.40	-	67.09	100.27	100.76	.001	0
37	47	Interstage 1-2	- Jett	197.31	128,62	69, 35	98,80	100.28	.028	.018
38	11	(Aft)	Silo	3.37	750.05	96.91	100.82	100.59	.001	.014
39		XDX.56	Aero	3:37		97.71	101.98	103.41	,001	0
40	48	1st Stage Engine			60.94	226 1			.004	.115
41			Silo	2.89		190.41	111.84	120.45	0	.004
42			Aero	1.04		136.60	117.20		0	.001
43			Base	4.80		309.40	100.00	100.00	0	0
		Skirt			285.33	68,55	101.01	100,88	.064	.039
45	-		Silo	17.57		68.02	100.35	100.60	.004	.002
46	-		Vera	\$0.60		67.80	100.64	101.12	.001	0
47	-	MISSILE	Bane_	40.60	200	69,10	101.70	102.76	.009	.006
10	-	113311B	641-	32.20	952.31	THE STATE OF			-	
50	-		Silo_ Aero					-		-
19 50 51 52	1	***************************************	Base	21.25	-			-		-
1.5			Jett	284.70	-					-
-	-	Boeing Section St			41 0	-	-			-

* Boeing Section Stations (See Missile Station Diagram) 2-5550-0-58

SEC PAGE 25

3.1		MISSILE NO. 919 WEIGHT AND BAIAN MAJOR COMPONENTS	CE SUM	MRY 0000419	N E	REPOR	. NO			
NE NE	SEC.	DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL WEIGHT		R OF GRA		SLUG F	
3				(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PINC
1	41	RV Spacer							and the state of t	approximately control control
2			Silo							
3		OMY T. O. A.I.	Aero							
	27	CTLI Section	Silo	-			· · · · · · · · · · · · · · · · · · ·			James deser destinations and the
5			Aero		-					
	42	G&C Section	ACAU.	1	1.02	80.94	100.00	100.00	0	0
8			Silo						Court Manage Avenue Control	and material and another the
9			Aero							
0	44	3rd Stage Engine			17.69	98.80	106, 38	111.22	Q	003
1	vest.m. 1		Silo	.43	Marie (1-1) (1-1) Marie conjuntamental color conjunt est	94.95	110.30	117.70	Q	Q
2			Aero	.80		94.95		117.70	Q	0_
3	1.5	7-44 - 2 7	Base	.20	120.51	131:00	100.00	100.00	010	006
	42,	Interstage 2-3	Silo		120.71	27.12	100.00	101.40	010	
5		/LAGY	Aero		• Townselsen Committee or the County Steven	AND COMPANY OF THE PERSON NAMED IN	age aphilliotecpher of a officer systematics of civiles of	The second second	atomorphism care septiminates	in reference on the
7			Base	2.81		57 - 33	107.51	108.65	0	0
8			Silo	1.92	Production and an end and respect control of	61.11	101.01	101.74	0	0
9		Jettisoned	Aero	3,40	TE POS AND CONTROL PROPERTY SECURITY OF CONTRACT	61.59	100.27	1.00 . 17	0	O
0		Portion	Вазе				1	1		
1		L.	- Jett	87.75		61.55	98.83	100.61	.008	.00
	45	Interstage 2-3	Ser Chinatelle (10 Audeblid) supre. After		63.71	80,60	99.32	101,46	.000	.00
3		(Aft)	5110	1.18	martin de artis timbritan dels ambandos maderials seguinas dels anticos del anticos d		100.50	100.84	0	Q.
4	1.6	D-1 Ch E-1-1	Acro	1.18	32.86	82.00	103.07	105.23	0	0
5	40.	2nd Stage Engine	Silo	.63	32.00	99.62	112.30	121.20	.001	.018
7_		ì	Acro	.53		99.62	112.30	121.20	0	0
3	votor tigan , con d		Bage	1.80	emiliositromis militaritinari sola soli a	189.25	100.00	100.00	0	0
	47	Interstage 1-2			243.67	67.25	99.56	101.02	.032	.022
0		(Fwd)	Silo		-	-thousands also March (see)	Alter Appelled to the second section of the section of	antendo mentros de la reción cario de la	Challe and the Challenger in the Co. of	, and 3. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10
1		Andrewson and the same and the	Aero							and the particular of the con-
2		1	Ваве	3.10	-	64.06	112.35	115.53	0	0
3			- S1·10_	14,21		66.51	100.32	100.55	.001	0
4		Jettinoned d	_Aero_	7.56		18.85	100,10	100.17		001
5		Portion	_Base - Jett	198.54	- Valartuffusuraudkoutsterdoniensprinster w	68.97	100.27 98.66	100.76	.001	.016
	47	Interstage 1-2	0605	1 7 7	129.34	96.91	100.82	99.84	.020	.010
8	•	(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0
9			Aero	3:37		97.71	101.98	103.41	.001	Ö
0_	48	lot Stage Engine	Matheway appeals on a commercial state		60,27	227.65	109,92	116,80	.004	.115
1		Mark Column Proposition to a popular constraint on the Column Annie Co	Silo	2.89		190.41	111.84		0	.001
2	-		Aero	1.04		136.60	117.20	122.70	0	.001
	40	Skirt	Base	4.80	285.38	309.40		100.00	0	0
5		the state of the distribution of the state o	Silo	17.57	203. 10	68.52 68.02	100.89	101.07	.064 400.	.039
5			Acro	3.23	**************************************	67.60	100.35	101.12	.004	.002 0
7			Base	3,33		69.10	101.70	102.76	009	.006
8		HISSILE	More and	7	954,45					
9.	-	territoria septim ser illegischi didenigatiga il distribute distribute in destrutive in destrutive in destrutive della distribute distribute della distribute della distribute della distribute distribute della distribute dis	5110	32.20	Charles and a second	-	The second secon			Agree par retrospersyche
2	-	and the state of t	Aero	21.25	Water Control of the				-throughout the publishers and the second	
1	-		_Bose_	50.71	- Secretario de Minima de La Co				entreature to from the purpose of the second	
l'a	1		Jett	286.29	1	1				

2-555G-0-58 Stations (See Missile Station Diagram)

RETUYED VOL HO DE-13946-10

• ٽ	10	WEIGHT AND BALAN	CE SUM			PEFOR	r NO			
בור בור	55	MAJOR COMPONENTS		EXPENDED			R OF GRA	VITY	INE SLUG F	RTIA
3	353	DESCRIPTION	DATA	WEIGHT (LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	PITC
1	41	RV Spacer							and the same of the same of	
2			Silo							-
3			Aero							
	39	CTLI Section								
5			Silo			,				
5	-		_Aero_	-	1 20	En ol	200.00	100.00		0
	42	G&C Section			1.02	80.94	100.00	100.00	0	
8			Silo	-						agentic property or restrict
G	1. 1.	2.16 5	Aero	-	17 50	98.61	106,41	111,29		003
	44	3rd Stage Engine	C13-	1.2	17.59	94.95	110.30	117.70	0	,00
1			Silo_ Aero	.43		94.95	110.30	117.70	0	0
2			Base	.80	and grown by a rain 1995 (a), (c) 1094		100.00	100.00	0	0
3	45	Interstage 2-3	2,979,7	.50	120,28	131.00 59.TI	99.96	101,62	,010	.000
5	12	(Fwd)	Silo		147150			V-80000 TV-9000000000000000000000000000000000000	annes de la Maria de la Companione de la	
6			Aero	was and other territories for the	Charles and Charles				Bergin of Leading States and said a special country	gi liy da wara giribadi. Is
7			Base	2.81	aprenius y allemantes des redistrings (57 - 33	107.51	108.65	0	0
5			Silo	1.92		61.11	101.01	101.74	0	0
9		Jettisoned	Aero	3.40		61.59	100.27	100.47	0	0
0		Portion	Base		Sign A sign to the War When the					
1		ų.	- Jett	87.52		61.66	98.73	100.83	.008	.00
2	45	Interstage 2-3			63,54	80,60	99, 32	101,46	.006	.00
3		(AIt)	Silo	1,18_	- Charles - Comment - Column - San San -	12.03	120.50	1,00.84	0	Q
4			Acro	1.18		82.00	103.07	105.23	0	0
5.	46	2nd Stage Engine	-		32.67	146.94	105.89	110,27	.001	.018
6			Silo	.63	Annual Control of the	99.62	112.30	157.50	Q	Q
7_			Acro	.53	Company of the same standards are say	99.62	112.30	121.20		0
8	1 5		Base	1.80	A1	189.25	100.00	100.00	0	0
	4.7	Interstage 1-2	the same to be a second		243.36	67.33	99.57	101.54	032	026
0		(Fwd)	_S110_	1		appropriate delication (Appropriate Company)	Colonia de Santo de Constante d		en anga de vido quino propresión plane del	and the part of
1			_Aero_	2 20	Married Committee and Committee of Committee	(1)			ngangan Tao, ing dise State Title College of	Take Spring 15 Appear
2			Bane	3.10	-	64.06	112.35	115.53	0	0
1		Jettisoned	Silo Aero	7.50		$\frac{66.61}{66.67}$	100.32	100.55	.001	Q
5		Portion	_Rero_			67.09	100.10	100.17	.001	00
6		- A MA MANA	- Jett	5.40 198.23	distribution delications	69.06	98.68	100.40	.028	.018
	47	Interstage 1-2			129.15	96.91	100 82	99.84	.024	.0)1
3		(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0
2			Aero	3:3[_		97:71	101.98	103.41	.001	Q
0_	48	let Stage Engine	andreadornous requests agreement requirements		60.83	228,49	109.83	116.65	.004	.11
1			Silo	2.89		190.41	111.84	120.45	. 0	.00
2			Acro	1.04		136.60		129.70	0	.001
3		Class	Rase	4.80	0/47	309.40		100.00	0	0
-	19	Skirt	C. I.	1 27 60	287, 18	68,62		161.12	-064	.03
5.	1		5110	17.57	material description with the adoption	68.02	100.35	100.60	4004	.003
7	1		Acro	3,33 40.60		67.60	100.64	101.12 102.76	.001	.000
7 8.		MISSILE	Base	1	955.82	69.10	101.10	102.10	.009	.007
y. 9.	1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	avelle for the management	Silo	32.20	777.02					
Q.	-	Action of the second se	Aero	21.25	termin der dienschafter de sepriodisse.	-simumormorn-yalasmadas-rigosias-v	tromandipuntary make a			
12		er delikerisk or menter, retrak - makkernepekte - vulkter reter - sjock menginger sammer. P	Base	53.71	visitatibilitis — tuprospo-abupons,					
-										

Poeing Section Stations (See Missile Station Diagram) 2-5550-0-58

SEC NO DE-13946-10

3.1	17	WEIGHT AND BALAN	ICE SUM	IARY 1000354		REPORT	r NO			
LINE	\$30.	MAJOR COMPONENTS DESCRIPTION	DATA	EXPENDED	TOTAL WEIGHT		R OF GRA	TTI		RTIA T2x10-3
3				(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1	41	RV Spacer								
2			Silo							
3			Aero							
4	39	CTLI Section								-
5			Silo			171000				
6	1 -		_Aero_	-	1.02	80.94	100.00	100.00	0	0
	142	G&C Section		-	1.02	00.94	100.00	100.00	Y	
8	-		Silo							-
2	1.2.	3rd Stage Engine	Aero	-	17.68	98.78	106, 38	111,23	. 0	.003
0	44	Std Stake rukine	Silo	.43	11,00	94.95	110.30	117.70	0	0
1	-		Aero	80		94.95	110.30	117.70	0	0
2			Bone	.20		131.00	100.00	100.00	0	0
	145	Interstage 2-3	2000	162	119.85	59.67	29,29	101,56	.010	.006
5		(Fwd)	5110		**71.47	22171		-	1222	1.4.4.4
6	-	VI. J. 75 /	Aero							
7			Base	2.81		57 - 33	107.51	108.65	0.	0
5			- 5110	1.92		61.11	101.01	101.74	0	0
9		Jettisoned	Aero	3,40		61.59	100.27	100.47	0	Q
0		Portion	Base	111111111111111111111111111111111111111						
1		-	- Jett	87.09		61.53	98.75	100.74	.008	.005
2	45	Interstage 2-3			63.27	80.60	99, 32	101,46	.006	.003
3		(Aft)	Silo	1.18		80.97	100.50	100.84	0	0
4			Acro	1.18		00.58	103.07	105.23	0	0
5.	46	2nd Stage Engine	-		32.61	146,86	105.90	110.26	.001	.018
6			Silo	.63		99.62	112.30	121.20	0	. 0
7	-		Acro	.53		99.62	112.30	121.20	0	0
8	1.0		Base	1.80		189.25	100.00	100.00	0	0
9	47	In erstage 1-2			243.77	67.68	99.67	101.52	.032	,022
0	-	(Fwd)	Silo				-	-		
1	-		_ Aero_	2.30		61 07	110 10			-
3	-		Bone	3.10	-	64.06	112,35	115.53	0	0
4	-	Jettingned	Aero	7.56		66.61	100,32	100.55	.001	0
5.		Portion	Base	5.40			100.10	100.17	.001	001
6		4	- Jett	198.64		67.09	98.81	100.76	.028	.018
7	47	Interstage 1-2		1	129.39	96.91	100.82	99.84	.024	.014
8		(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0
9			Acro	3:37		97.71	101.98	103.41	.001	. 0
Q.	48	let Stage Engine			60.64	228, 21	109.85	116.90	.004	.115
1			Silo	2.89		190.41	111.84	120.45	0	-004
2	-		Aero	1.04		136.60	117.20	129.70	0	.001
3		21-1-1	Base	4.80		309.40	100.00	100.00	0	0
	149	Skirt		100 000	285,23	68,61		101.00	.064	.039
5	-		5110	17-57		68.02	100.35	100.60	.004	.003
7	-		Aero	40.60		60.10	100.64	102.76	.001	0
7.8		MISSILE	Pane	177.00	nearly.		202-10	102.10	.009	.006
0		- AND AND A	5110	32,20	25146			-	THE STATE OF	-
0	1		Aero	21.25						
901			Bone	58.71						
3	1		Jett	285.73	-					-

* Boeing Section Stations (See Missile Station Diagram) 2-5550-0-58.

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3.18 MISSILE NO. 922 WEIGHT AND BALANCE SUMMARY MAJOR COMFONENTS S/N COCCH 34						DATE					
LINE	8	DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL WEIGHT	CENTER OF GRAVITY			INERTIA SLUG FT2x10-3		
	(C)			(LB)	(LB)	LONG. LAT.		VERT.	ROLL	PITCH	
1	47	RV Spacer									
2	-		5110							er spinspiegogi, teritore in sp ecia, ma	
7	70	CTLI Section	Yero								
5	29	CILI Section	Silo	+						Anna Angeldon (Marian)	
6			Aero								
	42	G&C Section			1.02	80.94	100.00	100.00	0_	Q	
8			5110				•				
9		,	Aero								
	44	3rd Stage Engine			17.61	98,65	106,40	117.54	0	003	
1			Silo	.43		94.95	110.30	117.70	0	Q	
2	-		Aero	.80	Supplemental and address of the latest transfer	94.95	110-30	117.70	0	- Q	
4	LE	Interstage 2-3	Base	.20	700 06	131:00	100.00	100.00	010	006	
5	72	(Fwd)	Silo		120.06	59.65	100.05	49Aa 24	.010	005	
6		74 4 4	Aero						Address on the Control of the State of	Mr. and a second of the second	
7			Base	2.81	19-6-1-170-1861	57.33	107.51	108.65	0	0	
8		r	- Silo	1.92	Marie Const Control Control	61.11	101.01	101.74	0	0	
2		Jettleoned	Aero	3.40		61.59	100.27	100.47	·O	0	
Q.		Portion	Base			The same and the s			Annual Company of the	-TOTAL	
1		L	- Jett	87.30		61.50	98.84	100.69	.008	.005	
	45	Interstage 2-3			. 63.41	80,60	99.32	101.46	.006	.,003	
24		(Act)	Silo	1.18		80.97	100.50	100.84	Q	0_	
	46	2nd Stage Engine	_Aero_	1.18	20.76	82.00	103.07	105.23	0	0	
6	70.	SHA STAKE BUKTUE	Silo	.63	32.76	147.07 99.62	105:88 112:30	121.20	.001	.018	
7		menterior sulla committa que súa comitina religian aja species, der grecio de communes que sulla com-	Acro	.53		99.62	112.30	121.20	0	0	
8			Base	1.80	and the contract of the contra	189.25	100.00	100.00	o	0	
	47	Interstage 1-2			243.61	67.12	99.50		.032	.022	
0		(Fwd)	Silo			The state of the state of		4	A Company		
1			Aero		7	straperoperate strongs separately. Sprink			- Realizable medicile constitute		
5			Rase	3.10		64.06	112:35	115.53	. 0	0_	
3	-		- Silo	4.21		66.61	100,32	100.55	001	0	
5		Jettisoned Portion	Yero_	7.56		66.87	100.10	100.17	001	001	
6		FORLION	Base	5.40 198.48		67.03 68.81	98.71	100.76	.001	640.	
7	47	Interstage 1-2		-23.	129.30	96.91	100.82	99.84	.024	.014	
8		(Aft)	Silo	3.37		96.6)	100.34	100.59	.001	0	
9	1.0		Acro	3.37 3.41		97.71	101.98	103.41	,001	0	
PQ.	45	lst Stage Engine			60.72	228.33	109,65	110.00	.004	.115	
1			Silo.	2.89		120.41	111.84	120.45	, 0	.00%	
2	-		Arero	1.04	The street days are appropriate a	136.60	117.20	129.70	0	.001	
		Skirt	Base	4.00	087 00	309.40	100:00	100.00	O	0	
5			Silo	17.57	582.53	68,52	100.90	101.19	.064	.039	
6			Aero	3.33		68.60	100.35	100.60	.004	200	
7.8		Section of the last of the las	Bane	40.60		69.10	101.70	102.76	.001	.006	
8		MISSILE		-	953.72			7		, , , , ,	
2	-		5110	32.20							
0	-		Aero	21.25							
1	-		Bope	58.71							
8	1	Sceing Section St	Jett	285.78							

2.	3.19 MISSILE NO. 923 WEIGHT AND BALANCE SUMMARY MAJOR COMPONENTS S/N 0000420						DATE					
LINE	SEC.	DESCRIPTION	DATA	EXPENDED WEIGHT (LB)	TOTAL WEIGHT	CENTER OF GRAVITY			SLUG F	RTIA T2x10-1		
-	1.3	RV Spacer	-	(10)	(111)	Dong.	DAA.	Toda,	NODE			
-		W. Sharer	Silo	-								
2	-		Aero	1								
4	39	CTLI Section				10000						
5			Silo									
6			Aero			N		122 12		-		
	45	G&C_Section			1.02	80.94	100.00	100.00	0	0		
8			Silo	-			-					
9	1.7	1.10.	Aero		17.68	98.78	106.39	111.23		00.2		
	41-4	3rd Stage Engine	Silo	.43	11.00	94.95	106,38	117.70	0	.003		
1			Aero	.80		94.95	110.30	117.70	O	Ö		
2.			Base	.80		131:00	100.00	100.00	0	0		
	45	Interstage 2-3		150	120.42	59.71	100.18	101.54	,010	006		
5		(Fwd)	Silo				The state of the s					
5	1.0		Aero									
7			Base	2.81		27 - 33	107.51	108.65	0	. 0		
0			5110	1.92		61.11	101.01	101.74	0	0		
9		Jettisoned J	Aero	3.40		61.59	100.27	100.47	0	0		
Q.		Portion	Bane						100.0	2		
1	Le		- Jett_	87.66	70.75	61.57	99,02	100.72	.008	.005		
	45	Interstage 2-3		1	63.65	80,50	99, 32	101,46	.006	-003		
4	-	(Aft)	5110	1.18		80.97	100.50	100.84	0	0		
	1.6	2nd Stage Engine	Aero	1.18	32.78	147.10	105.88	110.23	.001	.018		
Á	70	THE STARE WIRTHS	Silo	.63	26.15	99,62	112.30	121.20				
7			Aero	.53		99.62	112.30	121.20	0	0		
8			Base	1.80	1000	189.25	100.00	100.00	Ó	0		
	47	Interstage 1-2			243.30	67.21	29.58	101,61	.032	.022		
0		(Fwd)	Silo					Name of the last o				
1			Aero				•					
2			Base	3.10		64.06	112,35	115.53	0	. 0		
3	-		Silo	4.21	1	66.61	100.32	100.55	.001	0		
4	-	Jettisoned	_Aero_	7.56		66.87	100.10	100.17	.001	001		
5	-	Portion	Base	5.40		67-09	100.27	100.76	.001	0		
7	42	Interstage 1-2	- Jett	198.17	129.11	06.00	100.09	100,50	.028	.018		
8		(Aft)	Silo	3.37	ALZELA.	96.69	100.34	100.59	.001	-014		
9			Acro	3.37		97.71	101.98	103.41	.001	0		
Q	48	let Stage Engine			60.66	228.24		116,70	-004			
1			Silo	2.89		190.41	111.84	120.45	0	.00%		
2			Aero	1.04		136.60	117.20	129.70	, 0	.001		
3		0.4.4	Bane	4.80		309.40	100.00	100.00	. 0	0		
		Skirt		307.00	288.43	68.49	100.94		.064	-039		
5	-		Sile	17:57	on Heren	68.02	100.35	100.60	.004	.002		
7			Bane	40,60		67.60	100.64	101:12	001	.006		
8		MISSILE .	Bane_	30100	957.05	- 97.40	204110	100,10	MAY	.000		
9		ALEXA AND ALEXANDER	Silo	32.20	221.02	15 18 20 1				100		
0			Aero	21.25	-		-		- 2			
1			Pane	58.71		-				**********		
13			Jett	285.83			100					

2-5550-0-58 Formula (See Missile Station Diagram)

SEC NO D2-13946-10

3.20 MISSILE NO. 924 WEIGHT AND PALANCE SUMMARY MAJOR COMPONEITS S/N 00004-30					DATE					
SEC.			DATA	EXPENDED WEIGHT	TOTAL WEIGHT		R OF GRA	YITY	INERTIA SLUG FT2x10	
-1				(LB)	(IB)	LONG.*	-LAT.	VERT.	ROLL	PINIS
		RV Spacer		1						Water continues on the standards
2.	L		Silo	1						
3			Aero							
	39.	CTLI Section	C43-	-	To the second state of the	Transport Control of the Control				-
5			Silo	<u> </u>						400 CO C C C C C C C C C C C C C C C C C
2	1, 2	G&C Section	Aero	1	1.02	80.94	100.00	100.00	0	0
8	46	0.50 266 1701	Silo			and the second of the second of	,		Construction of September 1988	requirement of the results
9	-		Aero			- Andrew Advertises nations (France Of S			- committee agentiques - CO-10 Time-Straight II- II	E. de. application although
	44	3rd Stage Engine	70.0		17.50	98,63	106,41	111.28	0	.,003
1		2	Silo	.43		94.95	110.30	117.70	0	0
2		g van januarija pinaminin prayyani dani. Milappanish Spir valis nik dibalbining m	Aero	69		94.95	110.30	117.79	Q	Q
5		a. Aus er copyrate sub-rock situateralandas effortun fühllinglichen banditier bei 1988 Arthitism.	Buse	.20	an April 1994 algo 1986 / F	131.00	100.00	100.00	0	0
+	45	Interstage 2-3		shappying redge	_119.54	50.86	100,00	101, 학	010	_,006
ž		(Fwd)	Silo		Martin Commission of the Commi	again specialistic reporter again to the	Nacional Association (Internal Association (Total Caracin agent factorism as	najoran aldesson dik analismi	* * *
			Aero					100 7	with abstraction and a contraction of	17 Jan 18-149 N 1
7			Вазо	2.81	N No. 1. Company and the Second Second	57.33	107.51	108.65	0	0
<u>`</u>	-		Silo_	1.92		61.11	101.01	101.74	0	. 0
2	-	Jettisoned -	Aero	3,40		61.57	100.51	100.41	9	0
)		Portion	_Base	000 1 16		61.78	98.76	100.72	.008	.005
	l, E	Interestant 2.7	- Jett	87.18	63, 33	80 GO	49.32	101.46	.006	.00.
2	72.	Interstage 2-3 (Aft)	5110	1.18	67. 27	80,97	100.50	100.84		-
+		70777	_Aero_	1.18		82.00	103.07	105.23	0	0
	46	2nd Stage Engine		1.10	32.25	146.35	105.98	110.40	.001	.018
5	L.X.	LICK SALES IN PRICE	Silo	.63		92.62	112.30	121.20	0	2
2			Acro	.53		99.62	112.30	121.20	0	0
3			Base	1.80		189.25	100.00	100.00	0	0
	47	Interstage 1-2			244.42	67.60	99,00	101,58	1035	.022
)		(Fwd)	Silo							
			Aero						-	and afficiently believed as
2			Ваве	3.10		64.06	112.35	115.53	0	0
2_			- 5110	4.21		66.61	100.32	100.55	001	Q_
1_		Jettimoned	_Aero_	7.56		66.67	100,10	100.17	.001	001
·	-	Portion	_Base	5.40 196.29		67.09 64.40	98,78	100.76	.001	0,19
7	47	Interstage 1-2	UULL	43/1/2 67	129.19	95.51	100.82	100 45 99 84	.028 .024	.018
3		(Aft)	Silo	3.37	45.44	96.69	100.3	100.59	.001	Q
9			Aero	3.37	The system and the first consider the	97.71	101.98	103.41	.001	7
)	48	lot Stage Engine			60.76		109.83		.004	.115
1.			Silo	2.89		190.41	111.84	120.45	0	.004
2	-		Acro	1.04		136.60	117.20		0	.001
3_	_		Base	4.80		309,40	100.00	100.00	0	0
		Skirt			56: 58	66,5₹		101.12	.064	.039
5.	-		Silo	17.57		UJ.02	199.35	100.60	.004	:003
6.				3.53		_57.82	100.64		.001	-0-
8		MISSILE	Base	40.60	100	69.10	101.70	102.75	.009	.00h
9		MISSILE	641-	30.00	251.79		İ			
7		The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	Silo	32.20	-					
1		e en entille en emperior approximation exceptionalisation de la minimation appare en april 1	Base	58.71			(T-) April Commence			
2		and a state and agreed or the company of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	Jett	285.47						-
in.		bowing Section St			41 61		-		-	

* Dowing Section Stations (See Missile Station Diagram) 2-5550-0-58 VOL

É

SEC | NO D2-13946-10)

-	3.21 MISSILE NO. 925 WEIGHT AND BALANCE SUMMARY					REPORT NO.					
	MAJOR COMPONENTS S/N 0000435					DATE			THE	DO TA	
1	SEC.			EXPENDED	TOTAL	CENTER	OF GRA	VITY	SLUG F	RTIA	
TINE	SE	DESCRIPTION	DATA	WEIGHT (LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	FIN	
7	4.7	RV Spacer		1	,,,,,	10,10.	2011				
2		Av Spacer	Silo	-					han hipster protegen continued at 100% continue to	custoway disposition	
3		•	Acro	1	Specification (Contraction)	Managardian Control Services	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s			and real-system is storing. I	
_		CTLI Section	<u> </u>								
5			Silo						Happine Americanski, No. 1997 Miller Gr		
6			Aero				AN OR ADMINISTRATION OF STREET				
7	42	G&C Section			1.02	80.94	100.00	100.00	0	0	
8			Stlo				prospheric land development production of		Marie apolice alternational entire	and the second second second	
2			Aero								
0	44	3rd Stage Engine			17.64	98,71	106, 1)	111.25	Q		
1			Silo	.43	age on a company of the state of the state of	94.95		117.70	0	Q_	
2.			Aero	c3.	N. completeer ethicular, hills.	94.95	110.30	117.79	Q	Q	
3			Base	.20		131.00	100.00	100.00	0	0	
		Interstage 2-3			120,27	59.88	100,15	101.56	010_	7 5000	
5.		(Fvd)	Silo	-	•	-	the regularities where the delication of the second			100 M 100	
6	-		_Aero_	2.81		CT 33	107 61	108.65	^	0	
7.			Base	1.92	Contratorioristamentos e statemados.	57:33 61:11	107.51	101.74	0	0	
3		Yahtdarad	- Silo_	3,40	Printed distance for many for the relatinguisty of the	61.59	100.27	100.47	0	0	
Ď.			Aero Base	13,30-	Companies regulations of the administration of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Companies of the Compan	01.22	100.21				
1	neral rain	Lorezon -	- Jett	87.51	THE CASE SHAPE STREET	61.61	98.98	100.75	.008	.005	
2	45	Interstage 2-3	Dett	01.22	63.55	80.60	99.32	101.46	.000	.003	
3		(Aft)	Silo	1,18		80.97	100.50	100.84	0		
1		1/14.47	Aero	1.16		82.00	103.07	105.23	Ö	0	
5	46	2nd Stage Engine	- NAA-V		32,63	146,89	105.91	110,28	.001	.010	
6		- The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	Silo	.63	4.1.	99.62	112.30	121.20	Q	0	
7			VGLO	.53		99.62	112.30	121.20	Ō	0	
8			Base	1.60		189.25	100.00	100.00	0	0	
9	47	Interstage 1-2			24.3.52	67.63	99.65	101.47	032	.022	
Q		(Fwd)	Silo	•					Company of the Total Company		
1.		,	Aero								
2			Ваве	3.10		64.06	112.35	115.53	Q	2	
3_	-	r	- Silo	4,21		66,61	100.32	100.55	.001	0_	
4		Jettisoned	_Acro_	7.56		65.87	100.10	100.17	001	001	
5.		Portion	_Base_	5.40	-	67.09	100.27	100.76	.001	2,	
5	1.2	7-4	- Jett	198. 19		69.42	98.78	100.31	.028	018	
8	7.	Interstage 1-2 (Art)	(3/3-	2 09	129,24	96,91	100,82	99.86	.024	01	
9		(AI t)	Silo	3.37	The same and the same and the same of	25.69	100.34	100.59	.001	<u>C</u>	
0	48	lat Stage Engine	Acro	-	60 07	97,71	101.98	116.80	.001	115	
1		The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	Silo	2,80	60.27	120.41	111.84	120.45	.004	.115	
2		- restrictiveness of the control of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the seco	Aero	1.04	sibility and were resident to the second of the	136.60	117.20	129.70	0	.001	
3		The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	Визе	1.60	rettleretretenter - spectrolonggaboure -	309.40	100.00	100.00	0	0	
4	149	Skirt			285,08	68,54	100,74	101.13	.064	.036	
5			\$110	17.57	make straight I know	68.02	100.35	100.60	.004	.00	
6			Acro	3.33		67.60	100.64	101.12	.001	0	
7			Hane	30.00		60.10	101.70	102.76	000	COL	
5		MISSILE	of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the		953.22						
9			Silo	32.20							
Q.		- The second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control o	Ango	21.25							
12			_Base_	\$6.71							
2	1		Jett	285.30			Service Ser			A COLOR	

SEC | NO DO-13946-10 >

3.	. 22	MISSILE NO. 926 WEIGHT AID BALAN MAJOR CONFONEITS	CE SUM	VARY 2000/436		REFOR	r No			
a	3			EXPENDED	TOTAL		R OF GRA	VITY	INE SLUG F	RTIA
LINE	235	DESCRIPTION	DATA	(LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	Pito
7	41	RV Spacer								
2			Silo							the stage of the later than the same the
3			Aero	1						
4	39	CTLI Section							ughtendan fregressten, de sestimations	In congulation professions
5			5110				Toppings & whomensom retaining		-purposement op which Milderflors	41 100 A 100 W
6			Aero			Do w	100 00	300 00		
	42	G&C Section			1.02	80.94	100.00	100.00	0	Ω_
8		a aya aya aya aya a aya ayaa a ayaayaa ahaan ahaa ahaa	Silo				terrino pide igrado de religio empresado se terr	And the second section of the second section of	- Commence - Secretario	1000 1 100 mm 10
2	111	- 13:	Aero	-	38.80	98.82	206 707	111 00		022
		3rd Stage Engine	C 1 1 -	113	17.79	94.95	106.37	111.22	00	003 Q
1		- Date - Company of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of t	Silo_ Aero	a management of the same			110.30 110.30	117.70	0	Q
2		Manager-state Applied and Stranger applied as offer Sample Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied Applied App	Base	.80		94.95		117.70	0	0
4	Le	Interstage 2-3	рине	.20	120.54	59.75	100.00	101,61	.010	, 206
5		(Fwd)	Silo		#6A# 7.		100.1	101,01		
6		79 427	Aero						Single-research shape of concentry is	in death ago. Ng, migrin kilimings/ge
7			Base	2.81		57.33	107.51	108.65	0	0
8			Silo	1.92		01.11	101.01	101.74	0.	
9		Jettisoned	Aero	3.40		01.59		100.47	0	<u>0</u>
o j		Portion	Base			and the same of the same of the same			- Allerdaments and Allerdaments a	According to the second of
1		L	- Jett	87.78		61.62	98.95	100.82	.008	.005
	45	Interstage 2-3			63.73	80.60	99, 32	101,46	-000	.003
3		(Aft)	Silo	1,18		80.97	100.50	100.84	0	Q
			Aero	1.18		00.58	103.07	105.23	0	0
5	46	2nd Stage Engine			18.55	1-7,22	105.86	110.20	.001	.010
ĥ,			_Silo_	63		92.62	112.30	121.20	0	0
2.,			Acro	.53		99.62	112.30	121.20	0	0
8			Base	1.80		189.25	100.00	100.00	0	0
	47	Interstage 1-2			243.55	67.54	99.59	101.55	032	022
0	-	(Fwd)	Silo	-		p				
1	-		Aero	1						
2	-	· · · · · · · · · · · · · · · · · · ·	Bane	3.10		64.06	112.35	115.53	0	0
3	-		- 5110	7.56		66.61	100.32	122.55	.001	
1		Jettisoned -	_Aero_	5.10		67.09	100.10	100.17	001	
6		FORLIGH	base - Jett	198.42	and the second second	69.31	28.71	100.76	.001	.018
	47	Interstage 1-2	0000	130.32	129,26	96,91	100.82	99.84	.020	.014
3		(Aft)	S110	3.37	1021	96.69	100.3	100.59	.001	0
9			Agro	3:37	and the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of t	97.71	101.98	103.41	.701	O O
Q.	48	lot Stage Engine			60, 39		109,90	116.77	.004	.115
1	_		S110	2.89		190.41	111.84	116,77 120.45	0	.001
2,	_		Aero	1.04		136.60	117.20	129.70	0	.001
3	-		Base	4.80		309,40	100.00	100.00	0	0
+	49	Skirt	-	-	285.68		100.79	101.08	-004	.039
5	-		5110	17.57		66.02	100.35	100.60	100.	.003
0.	-		Aero	160.60	-	67.80	100.64	101.13	.001	0.
7	-	Michigan	Base	40.00	1200	69.10	101.70	102.70	-009	.001
9	-	MISSILE	241	20 00	-93h-Th		-	- Parish Property despendent station of		
0			Silo	32.20		. Nerse				-
1	+ -		Aero	到.25	-	-			-	-
100	4		Bane	1 20 - 11	The second second second	Acres de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la constante de la co		1	7	2

Beeing Section Stations (See Missile Station Diagrem) 2-5550-0-58

EGEING VOL NO D2-13946-10

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3.2		MISSILE NO. 927 WEIGHT AND BALAN MAJOR COMPONENTS				REPOR	r No			
E LINE	SEC.	DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL		R OF GRA	VITY	INEI SLUG F	RIIA
3	. 53	DESCRIPTION	DAAA	(LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1	41	RV Spacer	range on the Wilderson						manual territoria	Military Statement
2			Sila						NAMES OF PERSONS ASSESSED.	
3			Aero	-						
	39	CTLI Section							uses to anima distillustration of the	e algorgia regionare allochiyas. Allo apalilados a
5			Silo					>		- page, algorithmic region, alphonora
5	42	G&C Section	Aero		1.02	80.94	100.00	100.00	0	0
8	76	000 0,000	5110							tropics company contin
9			Aero							
0	44	3rd Stage Engine			17.74	98.70	106.35	111.19	0	
1			Silo	.43		94.95	110.30	117.70	0	Q
2			Aero	.63		94.95	110.30	117.70	0	Q
3			Base	1 .20	10	131:00	100.00	100.00	0	0
	45	the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the sa	C 4 3		120.33	59.75	100.15	101.5	010	.006
5.		(Fwd)	Silo	-				description and continues	The street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of th	er 6 %
5	-		Base	2.81		57 - 33	107.51	108.65	0	0
3		·	Silo	1.92		61.11	101.01	101.74	0	Ó
9		Jettisoned	Aero	3,10		61.59	100.27	100.47	0	Ö
C		Portion	Base			A similar of A	y sie sylve type de en saller	AND THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	CONTRACTOR ADVINCE OF THE PARTY SERVICE	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA
1		L4.	- Jett	87.57		61,6₹	98.98	100,86	.008	.005
	45	Interstage 2-3		,	63,59	80,60	99, 32	101,46	.006	.003
3.		(Aft)	5110	1.18		80.97	100.50	100.84	0	0
14	1.6		Acro	1.18	36 75	82.00	103.07	105.23	0	
5.	40	2nd Stage Engine	642	1-1-	32.69	146.97	105,90	110.26	.001	.018
6.			_5110_	63		99:52	112.30	121.20	0	0
8			Acro_Base	1.60	***************************************	99.62 189.25	112.30	100.00	0	0
9	47	Interstage 1-2	Date	1.00	242.76	67.29	99.43	101.60	.032	.022
Ó		(Fwd)	Silo	-		VI. 6.7	221	ANGERO	1,0,36	2/4/50%
1			Aero					CHARGE AND THE LONG TO STORY	o - etralines Americanionales (Constitution of Constitution of	and any other supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply and the supply
2			Base	3.10		64.06	112.35	115.53	0	Q
3_			- Silo	4.21		66.61	100.32	100.55	.001	0
1		Jettisoned	_Acro_	7.56		66.67	100,10	100.17	001	001
5_	-	Portion	_Base_	5.40		67.09 69.02	100.27	100.76	.001	016
	47	Interstage 1-2	- Jett	131.03	128,80	96.91	98,51 100,82	99.84	.028 .024	.018 .01 ¹
3		(Aft)	Silo	3.37	1	96.69	100.34	100.59	.001	0
3			Aero	3.37	anguananan sagaran sag	97.71	101.98	103.41	.001	0
5	48	lat Stage Engine	A Partie Section 2. Section Section 2.		60,94	228,65	109,81	116,62	.004	.115
1			Silo.	2.89		190.41	111.84	120.45	0	.004
2	-		Aero	1.04		136.60	117.20		0	.001
3	14.0	Skirt	Вазе	4.80	050	309.40	100.00	100.00	0	0
<	17	SKIPE	617-	10 10	284.43	68,59	100.78		.064	.039
6	-		Silo Aero	17.57		68.02 67.80	100.35	100.60	.004	5003
2			Base	40.60		69.10	101.70	101.12 102.76	.009	.006
5678		MISSILS			952.30					
9.	1		\$110	32.20						
Q.	1		Aero	21.25						
2	1-		Base	58.71						
2	1		Jett	285.20	sile Stat					

* Boeing Section Stations (See Missile Station Diegram)

MC D2-13946-10

1		WEIGHT AND BALAN MAJOR COMPONEZES		ARY 000451	18.60	DATE	1 1000			
LINE	38	DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL	CENTER	R OF GRA	TITY	SLUG F	TIA C-DIXS
3	1/2	DESCRIPTION		(LB)	WEIGHT (LB)	LONG.*	LAT	VERT.	ROLL	FIRCH
1	41	RV Spacer								
2			Silo				2			100
3			Aero		-					
4	39	CTAI Section							NO.	
5			Silo							
6			Acro							-
7	42	G&C Section			1.02	80.94	100.00	100.00	0	0
8			5110					-	-	-
9			Aero			-		111		
-	44	3rd Stage Engine			17,54	98,51	106.43	111.32	0	_,003
1			Silo	.43		94.95	110.30	117.70	- 9	0
2.			Aero	.80		94.95	110.30	117.70		Q
3.			Вдае	.20	1700 07	131.00	100.00	100.00	0	0
	45	Interstage 2-3			180.06	59.98	100,10	101.62	010	.006
5	-	(Fwd)	5110	+						
6			Aero	2.81		17 33	107 51	108.65	o o	
7	-		Bane	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR		27.33	107.51	101.74	0	0
8	-		- Silo_	1.92		61.59	100.27	100.47	. 0	. 0
9	-	_Jettisoned_	Aerd	3,40		01.59	100.21	100.41	V	et siles
O.	-	Portion	Bane	87.30	****	51.0%	98.91	100.83	.008	- :005
1	lie.	7-1	- Jott	01.37	Z = 1.3	80.60	99.32	101.46	-006	THE REAL PROPERTY.
	12	Interstage 2-3	Silo	1 10	53,41		100.50	100.84		-003
23	-	(Aft)	100000000000000000000000000000000000000	1.16		80.97	103.07	105.23	0	-8
-	46	2nd Stage Engine	Acro	1.10	32.71	147.00	105.89	110.26	.001	.018
4	128	CHA STORE MIRATE	Silo	.63	200	99.62	112.30	121.20	0	Q
2			Acro	-53		99.62	112.30	121.20	0	0
8			Base	1.80		189.25	100.00	100.00	0	0
	42	Interstage 1-2	Date	-	242.54	67.37		101.60	.032	.022
0	1	(Fwd)	Silo	1	1.56		99.37			
51			Aero				-			
12			Base	3.10		64.06	112.35	115:53	0	. 0
55		r	- Silo	4.21		66.61	100.32	100.55	,001	0
54		Jettisoned	Aero	7.56		66.87	100.10	100.17	.001	.001
35		Portion	Base	5.40		67.09	100.27	100.76	.001	0
36	-	L	- Jett	197.41		69.12	98.42	100.47	.028	.018
57	47	Interstage 1-2			128,67	96,91	100,82	99.84	.024	.014
55	-	(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0
39	3, 61	2 1 0 0	Acro	3.41	-	77.71	101.98	103.41	.001	0
#Q	40	let Stage Engine	212		60.85	228,52	109.83	120.45	+004	.115
11	-		Silo	2.89		120.41	111.54		0	.00%
12			Aero	1.04	-	130.60	117.20		0	.001
		Skirt	Bane	4.80	696 3		100.00		0	0
•5		SKITT	5110	17 67	286,13	60.20	100.90	101.09	.004	.039
6	1		Aera	17.57		68.02	100.35	100.60	400.	.002
+7	1		Bane	40.60		67.60	100.64	102.76	.001	.006
8	1	HISSILE .	Little	1	952,93	- 22.42	1000	100.10	1007	1000
49	1	- COMMERCI	Silo	32.20	126427		1		-	
50	1		Aero	21.25				-		
50 51 52			Bane	23.71	-		1			-
	-		Jett	284.71						-

2-5550-0-58 Section Stations (Sen Missile Station Dingram)

SEC | NO DO 13946-10

٥.		MISSILE NO. 929 WEIGHT AND BALAN MAJOR COMPONENTS	CE SUM	AHY 000442		REPORT	r NO			
2017	SEC.	DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL WEIGHT	CENTER	R OF GRA	1	SLUG F	PINCH
1				(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1	41	RV Spacer								and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th
2			Silo							
3			Aero							
4	39	CTLI Section '								ABBROOK WINDOWS AND AND AND AND AND AND AND AND AND AND
5			Silo							
2	1.0	C2 C 1	_Aero_		1.02	80.94	100.00	100.00	Q	0
8	144	G&C Section	Silo		2.00				Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Complete Com	and tooks of months of the same
9			Aero							A spin fight with the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of the spin of
2	Lila	3rd Stage Engine	VOIO		17.74	98,80	106.35	111.19	0	.,003
1	-	J. d Dean C Languist	Silo	.43		94.95	110.30	117.70	0	Q
2		4	Aero	.85		94.95	110.30	117.70	0	0
3		Sin sandrosinda sida sida sida sida sida sida sida si	Ваяе	.20	-	131.00	100.00	100.00	. 0	0
į.	45	Interstage 2-3			120.03	59.86	100.03	101.62	.010	.000
5		(Fwd)	Silo		the tree appropriate description			Management of the second of	and the state of the same Arrive	Section of Statement devel
5			Aero			a referencia demandra de la companya	***************************************	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	supremove the second state or	100,5 feet des 12 h 1 1 7
7	-	and the supplier specific stage of the decision of the constraints and the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of the stage of	Base	2.81	adio comingicale testación teste technic	_ 57.33.		108.65	0	0
3_			Silo	1.92		61.11	101.01	101.74	0	0
ì.		Jettisoned 4	Aero	3,40	dente our spanishments	61.59	100.27	100.47	0	7
)	-	Portion	Base				70.00		005	A. A. C.
L	1		- Jett	87.27	-	61.77	98,80	100.83	.008	.005
2	45	Interstage 2-3			63.39	80,60	_99,32	101,46	.006	.003
3.		(ALL)	5110	1.18		80.27	100.50	100.84	0	- Q
_	11.6	2. 1.61 .75	_Aero_	1.18	20.66	82.00	103.07	105.23		.018
5	40	2nd Stage Engine	CALL	.63	32.66	146.93 99.62		121.20	.001	.()10 Q
2	1		_Silo_ Acro	53		99.62	112.30	121.20	0	0
3	1	embelle method del Massimonto - qui dinde servicie de salvativa del selectiva qui en que en que en que en que	Base	1.80	- market and the second of the second of	189.25	100.00	100.00	0	0
	1.7	Interstage 1-2	Dase	1.00	244.59	67.80	99.57	101.51	032	.022
0		(Fwd)	Silo	•	- 5449 14	_01.00	23.71	- sh.Y.A 25		and E. Val San Can
1	1	7	Aero						Transferentia est dyggingerte contra 466-4	Control to the second
2		• 1	Base	3.10	California, 7 arque ania incellent desper se	64.06	112.35	115.53	0	0
3			- Silo	4,21		66.61	100.32	100.55	-001	0
1.		Jettimoned	Aero	7.56		65.87	100,10	100.17	.001	001
5	-	Portion	Base	5.40		67.09	100.27	100.76	.001	0
6	-	U	- Jett	199.46		69.62	98.69	100.37	.028	.018
7	147	Interstage 1-2			129.87	96.91	100.82	33.8	.024	-014
3	-	(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0
2	15.5	lat Char Part	Voto	3,41	60.00	27,71	101.98	103.41	.001	0
2	145	let Stage Engine		0.00	60.95	228, 67			,004	.115
2	-		Silo	2.89		190.41	111.64	120.45	0	.004
3	1		Bane	4.60		136.60 309.40	117.20		0	.001
		Skirt	Patro	4,00	286.28			100.00	.064	0.30
5			Silo	17.57	400.60	68.59 68.02	100.86	100.60	.004	.008
ŝ			'Aero	3.33		67.80	100.66	101.12		0
2		Carlo Carlo Carlo Carlo	Bane	40,60		69.10	100.64	101.12	:001	.006
ä		MISSILE			956.63					
3	1	SOUTH STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE	\$110	32.20						
0	1		Aero	21.25					PER PER	
3012	1		Base	58.71						
2	1		Jett	286,73	1					

2-5550-0-58

**Boeing Section Stations (See Miseile Station Diagram)

**Continue Vol. | NO D2-13946-10 |

**Sec | page 36

	MISSILE NO. 930 WEIGHT AND PALAN MAJOR COMPONENTS				DATE	. NO			
4 18			EXPENDED	TOTAL		OF GRA	YITY	SLUG F	RTIA P2x10-1
SEC.	DESCRIPTION	DATA	(LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1 41	RV Spacer								
2		Silo							
3		Aero							
4 39	CTLI Section								
5		\$110							
61_		_Agro_	1		54 60	100.00	700 35		0
7 48	GEC Section		-	1.02	80.94	100.00	100.00	0	- 0
B .		Silo					THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P		-
9		Aero		3.00 (00)	20.00	107 00	222 02	-	007
	3rd Stage Engine		1.0	17.70	98,82	106,37	111,21	- 0	.003
1		Silo	143		94.95	110.30	117.70	0	0
2		Aero	.60		94.95	110.30	117.70	0	0
3	17-17-17-17-17-17-17	Base	+50	119.94	131.00	100.00	100.00	,010	.006
	Fwd)	Silo		112,2		230702	4044.72	1010	1000
5	\FW2/2	Aero	1						
7	+	Base	2.81	-	27-33	107.51	108.65	0	0
6	T	- Silo	1.92		61.11	101.01	101.74	0	0
9	Jettisoned	Aero	3,40		61.59	100.27	100.47	0	0
0	Fortion	Base	1 30.00						
iL	T	- Jett	87.18		61.42	98.83	100.70	.008	-00
	Interstage 2-3	-	1	63, 33	60.60	99.32	101.46	.006	.00
3	(Aft)	Silo	1,18		80.97	100.50	100.84	0	0
4		Aero	1.18		82.00	103.07	105.23	0	0
	2nd Stage Engine			32.74	147.04	105,88	110,25	.001	.018
6		Silo_	.63		99.62	112.30	121.20	0	0
7		Acro	53		99.62	112.30	121.20	0	0
8		Base	1.80		189.25	100.00	100.00	0	0
	Interstage 1-2			243.14	67.14	99.28	101.64	.032	.022
0	(Fwd)	5110	1						
1	1	Aero				-			
2		Bane	3.10		64.06	112.35	115.53	_ 0_	0
3	+	- S110	4.21		66.61	100.32	100.55	.001	0
4	Jettinoned_d	_ Aero_	7.56		66.67	100.10	100.17	.001	001
5	Portion	_Pase_	196.01		67.09 68.82	100.27	100.76	.001	.016
	Interctage 1-2		170001	129,02	96.91	100.82	29.84	.024	.014
8	(Aft)	Silo	3, 37	203.02	96.69	100.34	100.59	.001	0
9	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA	Aero	3:31		97.71	101.98	103.41	.001	0
0 48	lot Stage Engine	U DE TRANSPORTE		60.71	228. 31	109.85	116.68	.004	.11
1		5110	2.89		190.41	111.84	120.45	Q	.004
2	1	Aero	1.04	V. 19	136.60	117.20	129.70	0	.001
3		Вале	4,80		309.40	100.00	100.00	0	0
	9 Skirt		-	281.98	68,55			.064	.030
5		5110	17.57		65.02	100.35	100.60	.004	-00
5		Aero	3.33		67.80	100,64	101.12	.001	.00
3	Miceria	Bane	40.60	- DES 26	69.10	101-10	105.10	-009	-00
9	MISSILE	C43.	20.00	951.56	-		-		
2		5110	32.20	-	-	-			
		Baue	21.25	-	-	-			-
1		100000	285.10			-			
261	Locing Section St	Jett	285.19	nile Stat					1

locing Section Stations (See Missile Station Diagram)
2-5550-0-58

SEC NO D2-13946-10

-	-1	MISSILE NO. 931 WEIGHT AND BALAN				REPORT DATE	r NO			
53	i	MAJOR COMPONEITS		OOOO 523 EXPENDED		Commence of the Commence	R OF GRA	YITY	INET	RTIA
LINE	SEC	DESCRIPTION	DATA	WEIGHT (LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	FITCE
1	47	RV Spacer		(LLB)	(103)	LUNG.	TV1.	TERI.	NOBB	
2	7.	Av Spacer	Silo	-					r valentino della 1997 (n. 1997)	No. Supplement State (Sept. Sect. Se
3	-		Aero	-					with a girth of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of th	A CONTRACTOR AND A CONTRACTOR OF THE
	30	CTLI Section	NUL D							
5			Silo						Amaden inger helde er ander 17 mile.	
6			Aero							
	142	GEC Section			1.02	80.94	100.00	100.00	0	0_
8			Silo			-			· ·	and the second second
2	-		Aero	-		-0.00	2.07. 20			000
	44	3rd Stage Engine	0.1	1.0	17.69	98.80	106.38	111.22	<u>Q</u>	003
1			Silo	.43		94.95	110.30	117.70	Q	Q Q
2.			Base	.80	The second of the second	94.95 131.00	100.00	117.70	0	0
7.	1,5	Interstage 2-3	F005	-67	120,09	59.53	100.12	101.52	.010	.000
5	-2.	(Fwd)	Silo		- AGARKA	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		- A Edge Jan		now T M b
6		3.7.74	Aero		•	-	4-1		Management of the control of	
7			Base	2.81		57.33	107.51	108.65	0	0
8			Silo	1.92		61.11	101.01	101.74	0	0
9		Jettisoned	Aero	3.40		61.59	100.27	100.47	0	0
0		Portion	Base						Producedareach de Philad Deaths - 65	Suprement deletion village
1			- Jett	87.33		61.74	98.93	100.70	.008	.005
2.	45	Interstage 2-3			63,43	80.60	99.32	101.46	.006	.003
3_4	-	_(Alt)	_5110_	1.18		. 80.97	100.50	100.84	0	0
	46	2nd Stage Engine	_Acro_	1.18	32.75	82.00	105.58	105.23	.001	.018
6	12	CITY & AURA PITRILLA	Silo	.63	25.13	92.62	112.30	121.20	0	0
7		- Million (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Control (1907) - Cont	Agro	.53	Applications designation of the state of	99.62	112.30	121.20	Ö	Ö
8			Baso	1.60	referencemental policy oppositely value	189.25	100.00	100.00	0	0
	47	Interstage 1-2			243.14	67.15	39.56	101.55	.032	1055
0		(Fwd)	Silo			an in the second of the	Patrick the se			
1			Aero	-		And with the single date of the single date.	/			ran John Bergeggaden
2			Base	3.10		64.06	112.35	115.53	0	0_
3			- Silo_	4.21		66.61	100.32	100.55	.001	2
1_	-	Jettimoned	_Aero_	7.56		65.67	100,10	100.17	001	1001
5		Portion	Base Jett	5.40		67.09	100.27 96.66	100.76	.001 .026	.018
7	47	Interstage 1-2	0000	127002	129.02	96.91	100.82	99.84	.020	-014
8		(Aft)	Silo	3.37		96.69	100.34	100.59	.001	Ų
9			Acro	3.37		77.71	101.98	103.41	.001	Ü
Q_	48	lot Stage Engine			60,59	228.14	109.87	116.72	094	.115
1.	-		Silo	2.8)	-Anamaria	19).41	111.84	120,45	0	.004
2			Aero	1.04		170.60	117.20	129.70	0	.001
2	40	Skirt	Base	4.80	252 02	300.40		100.00	0	0
5.	17	OF IF I I I I	S110	17 57	282.93	68,58	100,88	101,10	.064	039
6	i		Aero	17.57		63.02 67.89	100.35	100.60	.004	.003
2	1		Base	70.60		69.10	101.70	102.76	.001 .009	.006
\$.		MISSILE			950,67					-000
9			S110	32.20						
2.	-		Aero	21.25						
よこ	-		_Bane_	58.71						
	1		Jett	285. 34						

* Boring Section Stations (See Missile Station Diagram 2-5550-0-58

RECEIVED VOL NO DE-13946-10

J. 20	MISSILE NO. 93 WEIGHT AND EALAN	CE SUMM			DATE	r NO			
1 6	MAJOR COMPONENTS		EXPENDED	TOTAL		R OF GRAI	/ITY	SLUG F	RTIA
SEC	DESCRIPTION	DATA	WEIGHT (LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	PITCI
-	RV Spacer		(20)	1207	DQG.	20,11			
2	TIVA Spacer	Silo	 						-
3		Aero					*		
30	CTLI Section	_ KOIO_							
,		Silo							
		Aero			11 4				
142	GEC Section			1.02	80.94	100.00	100.00	0	0
3		Silo						-	
		Aero							
144	3rd Stage Engine			17.52	98.86	106.36	111.21	<u> </u>	003
1		_Silo_	.43		94.95	110.30	117.70	Q	2
1		Aero	.80	and any all agreements or the Alpha St. Sec.	94.95	110.30	117.70		0
		Base	.20		131:00	100.00	100.00	0	0
	Interstage 2-5	015		119.97	59,48	100.16	101,45	1010	.009
	(Fwd)	Silo			agency expression on splitters white provides			de generalistic de principal de p	
4-		Aero	2.81		67 22	107.51	108.65	0	0
		Base - Silo .	1.92		57.33	101.01	101.74	0	0
	Jettisbned	The second second	3.40		61.59	100.27	100.47	0	0
	Portion	Base	31.10		01.72	an old to-morphism control and			a nanotopularistico, tras sempleto. I
	Forcion	- Jott	87.21		61.26	. 98, 99	100.65	008	.005
	Interstage 2-3	0000	01.00	63, 35	80,60	99.32	101.46	.000	.00
	(Aft)	Silo	1,18_		80.97	120.50	100.84	Q	Q
	All the second sections and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	Aero	1.18		82.00	103.07	105.23	Ö	-0
-	2nd Stage Engine	LINA X		32.74	147.04	105,89	110,25	.001	.018
		Silo	.63		93.62	112-30	121.20	0	0
,		Acro	53		99.62	112.30	121.20	Q.	0
3		Base	1.80		189.25	100.00	100.00	0	0
47	Interstage 1-2	S and the second second		243,55	67.53	99:65	101.55	.032	028
1	(Fwd)	Silo							And report our development
	1	Aero			-			age - The Address of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of	
4_		Base	3.10		64.06	112.35	115.53	0 .	_0_
+		- S110_	14.21		66.61	100.32	100.55	.001	0
21:1	Jettisaned	Acro	7.56		66.67	100.10	100.17	.001	
-	Portion	Base Jett	198.42		67.09	98.78	100.76	.001	.018
14	2 Interptage 1-2	0000	175.72	129.26	96.91	100.82	99.84	.024	.01
	(Aft)	Silo.	3.37	1-7-20	96.69	100.34	100.59	.001	Q
		Acro	3.57		97.71	101.98	103.41	.001	0
14	3 let Stage Engine			60.89	228, 58			004	11:
		Silo	2.89		190,41	111:84	116.63	0	.001
2		Aero	1.04		136.60	117.20		0	.001
5		Base	4.80		309.40	100.00		0	0
	9 Skirt	etminipale: A night Menghalipage		285. 38	68, 58	100.83	101.07	.004	.039
2		Silo	11.57		50.02	100.35		-004	.002
51		Aero	3.33	1	67.80	100.64	101-12	.001	0,
2	MISSILE	Base_	40.60	25.10	65.10	101.70	102.76	.009	.006
2	1,105f14	CAL	20.00	75= 48		-		1	-
2		Silo_	32.20			-			+
11		Bristonia Propos	21.25			-			-
51-	to the foreign the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second seco	4				-			-
2 -	Boeing Section S	Base Jett tations	58.71 285.63	sile Stat	tion Disc	[

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* Boeing Section Stations (See Missile Station Diagram)
2-5550-0-58

RECEIVED VOL NO 10-1: -10-10
SEC DATE 39

٠٠.	= 9	MISSILE NO. 933 WEIGHT AND BALAN				REPORT	T NO			
INE	8	MAJOR COMPONENTS	Seriocous	EXPENDED			R OF GRA	VITY	SLUG F	ATTA
7	28	DESCRIPTION	DATA	WEIGHT (LB)	WEIGHT (LB)	LONG.*		VERT.	ROLL	PITCH
1	41	RV Spacer	and the			NE SEE				
2		STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	5110			122500	SECTION SECTION	0.000		
3			Aero							
4	39	CTLI Section								
5			Silo							
6			Aero							
7	42	G&C Section			1.02	80.94	100.00	100.00	0	Q_
8			5110				-	-		
9			Aero				107 100	111 00		
Q.	4.4	3rd Stage Engine			17.70	98.82	106, 37	111.22	0	
1	-		Silo	.43		94.95	110.30	117.70	0	0
2	_		Aero	.80	-	94.95	110.30	117.70	0	Q.
3.	lie.	Yelsenters 2.3	Bone	.20	110 71	131.00	100.00	100.00	010	000
	42	Interstage 2-3	5110	-	119.61	60.06	100.14	101.56	.010	.006
5	-	VE MOT	Silo	1						
5	-		Page	2.81		57.33	107.51	108.65	0	0
8			- Silo	1.92		61.11	101.01	101.74	0	0
9		_Jettisoned]	Aero	3,40		61.59	100.27	100.47	0	0
0		Portion	Bane	31.74		25744.4.4		A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA		-
1		T-13/14/11	- Jett	86.85		62,06	98,95	100.74	.008	.005
	45	Interstage 2-3			63.11	80.60	99.32	101,46	.006	.00
3		(Aft)	Sile	1.18		80.97	100.50	100.84	0	
4			Aero	1.16		82.00	103-07	105.23	0	0
5	46	2nd Stage Engine			32,85	147.20	105.87	110.21	.001	.010
fi.			Silo	63		99.62	112.30	121.20	0	0
7			Agro	.53		99.62	112.30	121.20	0	0
8	_		Base	1.80		189.25	100.00	100.00	0	0
9.	47.	Interstage 1-2			244.02	67.47	99.74	101,47	.032	.022
O	-	(Fud)	5110							
1	-		Aero.	-			-	7777		
2	-		Base	3.10		64.06	112.35	115.53	0	Q_
3.	-		- Silo	4.21		66.61	100.32	100.55	.001	. 0
4		Portion	_Aerd_	7.56		67.09	100.10	100.17	.001	001
6		FORLION	Base_ Jett	198.89		69.23	98.88	100.76	.001	.016
7	47	Interstage 1-2		1 - 10- 27	129, 54	96.91	100.82	99.84	.024	.014
8		(Aft)	Silo	3.37	163. 34.	96.69	100.34	100.59	.001	0
9			Aero	3.37		97.71	101.98	103.41	.001	0
0	48	lat Stage Engine	The second second		60.75	228. 37	101.98	116.67	.004	.11
1	-		5110	2.89		1.70 - 1.1	111.04	120.43	0	+00
2	-		Aero	1.04		136.60	117.20	129.70	0	.001
3			Base	4.80		309-40	100.00	100.00	0	0
		Skirt			285,48	68, 38	101.03	100.98	.064	.035
5			Silo	17.57		69.02	100.35	100.60	.004	.002
12	1		Aero	3.33		67.80	100,64	101.12	-001	0
8	-	MISSILE	Bane	40.60	061-08	69.10	101-10	102.10	.009	.006
10.	1	HADDI IN	5/10	32.20	954,08					
0	1		Silo	21.25			-	-		
51	1		Bane	58.71						
12	1		Jett	285,74	-		-			-
-36		ceing Section St				L	J			

2-5550-0-58

Exercise Station Stations (See Missile Station Diagram)

EXERCISE WOL. NO. SEC. MACK.

MO D2-13946-10

3.	30	MISSILE NO. 934 WEIGHT AND BALAN	CE SUM			REPORT	NO			
4	.:	MAJOR COMPONENTS	S/N O	OOO453 EXPENDED	TOTAL		R' OF GRAN	/ITY		RTIA TZx10-3
TTUE	SEC.	DESCRIPTION	DATA	WEIGHT (LB)	WEIGHT (LB)	LONG .*	LAT.	VERT.	ROLL	HOTIG
1	1. 2	RV Spacer		(20)	(Ins)	DONG."	MAX.	1.33.21		
2		AV Spacer	Silo	-					The second second second second	
3			Aero	+						
	70	CTLI Section	Vera							
5.	1.2.	O.B. Section	Silo							
6			Yera				Take Ada samente relativi (1996) aprili (1997)			
7	1,2	GRC Section		ī	1.02	80.94	100.00	100.00	9	0
8			Silo		1			and the second second	desputations for resemble forms	you nake in the special court of the last
3		a region and resident and the residence of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of the region of t	Aero							
5	1,4	3rd Stage Fagine			17.76	98.94	106, 35	111.18	0	003
1			Silo	.43	1	94.75	110.30	117.70	Q	0_
2		dispersion of games from the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the con	Aero	. ථා		94.95	110.30	117.70	Q	0_
3			2030	.20	1	131.00	100.00	100.00	0	000
	45	Interstage 2-3			120,28	59.88	100,19	101.57	010	.006
5	-	(Fwd)	5110		Secretarion de descriptor de		22-24-90-1 - 2-2-2-2-1	was no no constitute to the test approximate of	3-graphia vahalta dalumbar M	description contributed in the
Š.		and a total class and the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the second class of the	Aero			17 22	107 57	108.65	0	0
7.			Base	2.81		-57.33	107.51	101.74	0	0
2			- Silo_	1.92	Angustinian Salahan - Andre Strong Salahan - Mag	61.50	100.27	100.47	0	0
2		Jettlsoned	_Aero_	3.40	the me the second-seconds	01.75	TooleT	100	Street States on Special and	States Service on Service of
)	-	Portion	Base	87.52		61.81	99.03	100.78	.008	.005
1	1.5	Interstage 2-3	- Jett	V1.76	53.54	80.50	99.32	101.46	.006	.003
2		(Aft)	Silo	1.18		80.27	100.50	100.84	0	2
4	i	10 K	Aero	1.18	unament comment that applican	82.00	103.07	105.23	Ö	Ö
	46	2nd Stage Engine	_NELV_	1.20	32.74	147.04	105,88	110,25	.001	.018
Ś.	1	THE STREET WENT	Silo	.63		99.62	112.30	121.20	Q	Ω
7	-		Acro	.53	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	99.62	112.30	121.20	0	0
3			Ваво	1.80		189.25	100.00	100.00	0	0
	47	Interstage 1-2			242.16	67. 34	99,61	101.50	.032	.022
0		(Fvd)	Silo							
1			Aero		·				ar to do quanto emp rotthers	-
2			Base	3.10		64.06	112.35	115.53	0	0
5	-		- Silo	4.21		66.61	100.32	100.55	.001	0
1.	-	Jettimoned	_Acro_	7.50		18.00	100,10	100.17	.001	nol
5.	-	Portion	Base	5.40		67.09	100.27	100.76	.001	0
2	1.0	7-1	- Jett	197.03	3.60	69.68	96.72	100, 44	.028	.016
7	47	Interstage 1-2	- F 1 7	2 20	128.45	96,91	700.05	99,84	:05/4	-014
3		(Aft)	Silo	3.37		26.69	100.34	100.59	.001	0
1	148	let Stage Engine	Aero	1-1-1-1	8/1 973		101.95	The second second second		
1	1.	- Avenue	Silo	2.89	50.TL	228, 41 190,41	111.84	120.45	.004	.004
ã		Berlinderen de Maria de materia manuellore de Materialista de deservicios de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe de la composiçõe	Aero	1.04		136.60			0	.001
3		Philipped Committee Annual Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee	Base	1.80		309.40	100.00	100.00	0	0
Ļ	149	Skirt			265 48	68.50	100.93	101.10	.064	.039
5	-		5110	17.57		68.02	100.35	100.60	.004	.002
6	1		Aero	3,33		67.60	100.64	101.12	.003	0
2	-		Bane	140.60		69,10	101.70	102.76	.009	.006
8		MISSILE	-		952.14	-	-			
3	-		\$110	32.20			School designation of the second second			
91	+	tt valder sattlagerijen, iljeteraljedjen	Aero	21.25	-					1
	-	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	Bone	50.71			Spiritalina, elphan shalpiga iyo yakendir h		-	1
7	1		dett	284.55		-				

* Busine Section Stations (See Missile Station Diagram)
2-5550-0-58

Station Diagram)

WOL | NO D2-13946-10 |

3•	31	MISSILE NO. 935 WEIGHT AND BAIAN	CE SUM	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE		REPORT	NO	-		
	1 .	MAJOR COMPONENTS	S/N C	0000 355	- morar	DATE		-	TNE	RTIA
LINE	350	DESCRIPTION	DATA	VEIGHT	WEIGHT	CENTE	OF GRA	VITY		12x10-3
3	110	DIA GALLITON	DA.A.	(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1	141	RV Spacer					2.9			
2			Silo							
3			Aero							
4	39	CTLI Section				and the second				
5			Silo							
6			Aero							
7	42	G&C Section			1.02	80.94	100.00	100.00	Q	0
8			Silo				-			
9		1	Aero					1000		-
	44	3rd Stage Engine		-	17.62	98.67	106.40	111.27	. 0	003
1			Silo	.43		94.95	110.30	117.70	- 0	0
2			Aero	.80		94.95	110.30	117.70	0	0
3.	L.F		Base	.20	180 30	131.00	100.00	100.00	0	0
*	42	Interstage 2-3		-	120.30	59.39	100,20	101.60	,010	,006
5	-	(Fyd)	Silo			-				
7			Base	2.81		57.33	107.51	108.65	Q	0
8	-		Silo	1.92		61.11	101.01	101.74	Ó	0
9		Jettisoned	Aero	3.40		61.59	100.27	100.47	0	0
Q.		Portion	Base	3.70		01.72	200.61	100.11		
1		1	- Jett	87.54		61.12	99.04	100.79	800.	.005
2	45	Interstage 2-3	-	1-21-	63,57	80.60	99.32	101.46	.006	.003
3		(Aft)	5110	1,18		80.97	100.50	100.84	.0	
4			Aero	1.18		63.00	103.01	105.23	0	0
5	46	2nd Stage Engine			32.76	147.07	105.88	110,24	.001	.018
É.			Silo	.63		99.62	112.30	121.20	Q	0
2			Acro	.53		99.62.	112.30	121.20	0	0
8	-		Bano	1.80		189.25	100.00	100.00	0	0
	47	Interstage 1-2			243.33	67.25	99.551	101.41	.032	.022
0	-	(Fwd)	Silo					- 0		
1	-		Aero	-						
3.	-		Base	3.10		64.06	112.35	ment and delicit bloods	. 0	0
3	-		- Silo	4.21	-	66.61	100 - 32	100.55	.001	. 0
5	-	Jettisoned	Aero_	7.50		66.87	100,10	100.17	.001	.001
6		Portion	Base_	198.20		68.96	98.65	100.76	001	.018
7	42	Interstage 1-2	0000	A SULEV	129.13	96.91	100.82	29,84	.028	.014
8		(Aft)	Silo.	3, 37	Acres	96.69	100.34	100.59	.001	0
9			Aero	3.37	0/0 2 2 2 2	97.71	101.98	103.41	.001	0
Q.	48	let Stage Engine			60.70	228.30	109.85		.004	.115
1	1		Silo	2.89	EII COME INCH	190.41	111.84	120,45	Q	.004
2	1		Aero	1.04		136.60	117.20	129.70	0	.001
3.	-		Fase	4.80		309.40	100.00	100.00	0	0
4	49	Skirt			266,03	68,41	100.87	101.20	.064	.039
5	1		Silo	17.57		68.02	100.35	100.60	.004	.002
5	1		Aero_	40.60		67.80	100.64	101:12 102:76	.001	0
7 8		MISSILE	Bane	40.00	722 73	69.10	101.70	102.70	.009	.006
9		naggapa	011	20.00	254.46	-	- 1			
9			Silo_	32.20						
ì	17		Aero	21.25					-	-
ŝ	1		Jett.	285.74	-					
-		Boeing Section St		1.0	-	-				-

Boeing Section Stations (See Missile Station Diagram)
2-5550-0-58

Modern Stations (See Missile Station Diagram)
2-5550-0-58

SET | NO D2-13946-10 }

٠.	32	MISSILE NO. 936 WEIGHT AND BALAN MAJOR COMPONENTS	CE SUM	NHY 0000438		DATE	r NO			
TINE	38			EXPENDED	TOTAL		R OF GRA	VITY	SLUG F	AITS
4	100	DESCRIPTION	DATA	(LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1	41	RV Specer								E.W. (2)
2			Silo							
3			Aero							
	39	CTLI Section								
5			Silo							
6	1.0		Acro		1.02	80.94	100.00	100.00	8	0
	42	G&C Section			1.00	03.74	100.00	100.00		
8	-		Silo Aero	-				-		-
0	44	3rd Stage Engine	Nelo	-	17.67	98.77	106.38	111.24	0	.003
1		Zi d Otabe milking	Silo	.43		94.95	110.30	117.70	_ 0	0
2			Aero	.80		94.95	110.30	117.70	0	0
5			Sane	.20		131.00	100.00	100.00	0	0
	45	Interstage 2-3			120.39	59.56	100,14	101.44	.010	.006
5,		(Fwd)	Silo							
6			Aero							
7			Base	2.81		57 - 33	107.51	108.65	0	0
5	-	·	- Silo	1.92		61.11	101.01	101.74	0	0
9	-	. Jettisoned	Aero	3,40		61.59	100.27	100.47	0	Q.
)		Portion	Base	87.63		61.37	98.95	100.58	800.	.005
	LG	Interstage 2-3	- Jett	07.03	63,63	80.60	99.32	101.46	.006	.003
	1	(Aft)	Silo	1.18	02.02	80.97	120.50	100.84	.000	
•		YULKI.	Acro	1.18		82.00	103.07	105.23	0	- 0
	46	2nd Stage Engine	-nv+v		32.79	147.11	105.87	110,23	.001	.018
ú.		- COLUMN TO SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF THE SERVICE STATE OF T	Silo.	.63	420.12	99.62	112.30	121.20	0	0
7.8			Acro	.53		99.62	112.30	121.20	0	0
8			Base	1.80		189.25	100.00	100.00	0	0
9	47	Interstage 1-2			242.95	67.75	99.83	101.37	.032	.022
0	-	(Fwd)	Silo							
1	-		Aero_							
5	-		Bane	3.10		64.06	112.35	115.53	0	0
1	7	Jettisoned J	5110	7.25		66:61	100.32	100.55	.001	0
5.		Portion	Base	7.56		67.09	100.10	100.17	.001	001
ŝ		12.22	- Jett	197.82		69.59	98.99	100.76	.001	.018
7	47	Interstage 1-2			128.91	96.91	100.82	99.84	.024	.014
3		(Aft)	\$110	3:37		96.69	100.34	100.59	.001	0
2.	1.0		Aero	3.41		97.71 228,65	101.98	103.41	.001	0
2	425	lot Stage Engine	4/12		60.94	228,65	101.98	116.62	-004	.115
1		1.07.0	Silo	2.89		100.41	111.84	120.45	0	.004
2	-		Aero	1.04		136.60	117.20		0	.001
	40	Skirt	Bane	4.00	200 200	20,40	100.00		0	0
	1.2	**************************************	Silo.	17.57	266.28	68.58	100.73		.064	.039
E	1		Aero	3 33	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	67.80	100.64	101.12		.002
2			Bane	40.60		69.10	101.70	102.76	.001	.006
28.		HISSILE	-		954,58			12	-	
9	1-		Silo	32.20			100	- 10		
0	-		Aero	21.25						
901	-		Rane	58.71						
2	100		Jett	205,45	cile Stat	-				

* Boeing Section Stations (See Missile Station Dingrem) 2-5550-0-58 VOL

SEC NO DE 13946-10

)	در -	MISSILE NO. 937 WEIGHT AND BALAN MAJOR COMPONENTS	CE SUM	1ARY 2000439		DATE	T NO	10.00		
LINE	380.	DESCRIPTION	DATA	EXPENDED	TOTAL WEIGHT		R OF GRA	VITY		RTIA T2x10-3
-	-			(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
		RV Spacer								
2	-		Silo							
3	-		Acro	-						-
4	39	CTLI Section					-			
5			Silo		-					-
7	165	G&C Section	Aero		1.02	80.94	100.00	100.00	0	0
8	1	040 050 1401	Silo	1						
9	-		Velo					NAME OF STREET		
ó	44	3rd Stage Engine	200000		17.77	98,96	106.35	111.17	0	.003
1			Silo	.43		94.95	110.30	117.70		Q
2			Aero	.80		94.95	110.30	117.70	Q	Q
3			Base	.20	-	131.00	100,00	100.00	0	0,
	45	Interstage 2-3		-	120,48	_59,92	100.19	101.62	.010	.006
5	-	(Fwd)	Silo				The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		-	-
6	-		Aero	2.81		10 55	107.51	108.65	- 0	- 0
7.8	-		Base Silo	1.92		57-33 61.11	101.01	101.74	0	0
9	1	Jettisoned	Aero	3.40		61.59	100.27	100.47	.0	0
o.		Portion	Base	-3.40		- 02.72	*****	200.41	***************************************	
1			- Jett	87.72		61.85	99.03	100.83	.008	.005
2	45	Interstage 2-3			63.69	80.60	99.32	101.46	.006	.003
3		(Aft)	Silo	1.18		80.97	100.50	100.84	0	0
4			Aero	1.18		00.55	103.07	105.23	0	. 0
5	46	2nd Stage Engine			32.72	147.01	105.89	110,25	.001	.018
6	-		Silo	.63	0.0000000000000000000000000000000000000	99.60	112.30	121.20	Q	0
7	-		Yoro _	.53		99.62	112.30	121.20	0	0
8	1.0		Base	1.80	212 21	189.25	100.00	100.00	0	0
7	47	Interstage 1-2	611		242.54	67,24	99.74	101.45	.032	.022
0	-	_ (14Ad)	Silo_ Agro				-		-	
2			Bane	3.10		64.06	112.35	115.53		- 3
3		-	Silo	4.21		66.61	100.32	100.55	.001	0
4		Jettisoned /	Aero	7.56		66.87	100.10	100.17	.001	.001
5.		Portion	Base	5.40		67.09	100.27	100.76	.001	0
6	-		- Jett	197.41		68,96	98.89	100.28	.028	.018
7	47	Interstage 1-2			128.67	96.91	100,82	99.84	.024	.014
8	-	(Aft)	Silo	3:37		26.69	100.34	100.59	.001	0
	48	lat Stage Engine	Voto	1.3.51	61 00	97.71	101.98	103.41	.002	- 0
ì		and araka mikine	Silo	2.89	61.27	190.41	109.76	120.45	.004	-115
2			Aero	1.04		136.60	111.84	129.70	0	-001
3			Bane	4.80		309.40	100.00	100.00	0	0
4	49	Skirt			283,28	68.51	100.86		.064	.039
5	-		Silo	1.17-57		68.02	100.25	100 60	.004	2001
6	-		Aero_	3,33		67.80	100,64	101.12	.001	0
2	-	VICETIE	Bane_	40.60		69.10	101.70	102.76	.009	-006
30	-	MISSILE		20.00	951.44					
0	1		5110	32.20			-			
1	-		Aero. Base	21.25						
901	1		Jett	285,13				-	1	
-	-	Soming Section St		1000						

* Boeing Section Stations (See Miscile Station Diagram) 2-5550-0-58

SEC | NO 12-13946-10

٥.	34	MISSILE NO. 93		tary		REPOR	г но			
		MAJOR COMPONITIONS		0000444		DATE				
LINE	SEC.	DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL WEIGHT	CENTE	R OF GRA	VITY		RTIA T2x10-3
			DAAA	(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1	41	RV Spacer				OF the cold				
2			Silo							
3			Aero						1	-
		CTLI Section								-
5			Silo						-	
0	1.0	20.2 2 11	_Aero_		-1.02	80.94	100.00	100.00	0	0
	45	G&C Section	043.	+	·1.0c	00.74	AUU-UU	200.00		1
8	-		Silo Aero			-				
_	44	3rd Stage Engine	Adio	+	17.62	98,67	106.40	111,27	0	.003
11	77	Master Se miking	Silo	.43		94.95	110.30	117.70	0	0
12			Aero	.50		94.95	110.30	117.70	0	0
3			Base	.20		131.00	100.00	100.00	0	0
	45	Interstage 2-3		-	119.97	59.61	100.14	101.49	.010	.000
15		(Fwd)	5110							
15			Aero							
7			Base	2.81		57 - 33	107.51	108.65	0	000
18		Г	Silo	1.92		61.11	101.01	101.74	0	0,
9		Jettisoned	Aero	3,40		61.59	100.27	100.47	. 0	- 0
0	-	Portion	Base	00 01		6 10	100 10		200	000
27	-		- Jett	87.21	-	61.43	98,95	100,65	.008	.005
22	45	Interstage 2-3	C.L.		63.35	80,60	99.32	101.46	.006	.003
23		(Aft)	Silo	1.18		80.97 U2.00	100.50	100.84	0	0
-	46	2nd Stage Engine	Aero	1.10	32.74	147.04	105.89	110.25	.001	.018
26	- W	CHA SCUES WISTING	Silo	63	26.17	99.62	112.30	121.20	0	0
27			Acro	.53		99.62	112.30	121.20	0	0
8			Base	1.80		189.25	100.00	100.00	0	0
	47	Interstage 1-2			242.76	67.21	99.66	101.60	.032	.022
30		(Fwd)	Silo			- N. J. A. J. N. N.	3318.574		-14-14	
51			Aero							53/63
12			Base	3.10		64.06	112.35	115.53	. 0	0
13.	-	Г	- Silo	7.56		66.61	100.32	100.55	.001	0
14	-	Jettisoned d	_Aero_	7.56		66.87	100,10	100.17	.001	.001
55.	-	Portion	Base	197.63		67.09	100.27	100.76	.001	Q.
17		Interstage 1-2	- Jett	171.03	128,80	68,92 96,91	98.78	99.84	.028	.018
8	24	(Aft)	5110	3 27	120,00	96.69	100.34	100.59	.024	.014
29.		10000	Acra	3.37		97 71	101.98	103.41	.001	0
tQ.	48	lot Stage Engine			60,59	228.14		116.72	.004	.115
11	_	Manager St.	Silo	2.89		190.41	111.84		0	.001
12			Aero	1.04		136.60	117.20	129.70	0	.001
13			Base	4.80		309.40	100.00		0	0
		Skirt			286.13	68, 58	100.84	101.10	.064	.039
15	-		3110	17,57		68.02	100.35	100.60	-004	.002
:6	-		_Aero_	10.60		_67.80	100.64	102.76	.001	0
•2 •8	-	Miceria	_Bane_	90.00	200	69.10	101.70	102.76	.009	.006
10.	-	MISSILE	641	20.00	952.98					
50			Silo	32.20		-	-			
50 51 52	1		Bane	26.71						-
53	1		Jett	284.84						
-	-	Foring Section St		2011	-					

* Roeing Section Stations (See Missile Station Diagram)
2-5550-0-58

| Example | VOL | NO | DAGE

3.	35	MISSILE NO. 939 WEIGHT AND BALAN	CE SUM			REPORT DATE	I NO			
., !		MAJOR COMPONERTS	S/N (EXPENDED	TOTAL		R OF GRA	r TOTAL		RTIA
T INE	8	DESCRIPTION	DATA	WEIGHT	WEIGHT	CENTE			SLUG F	
-1	(C)			(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PINCH
~	41	RV Spacer							e instrumental de monte des l'in-	
2			Silo							AND A SECURE OF THE PARTY OF
3!			ACTO							
4	39.	CTLI Section	manages of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitutio			-			posta water detectoration	ASSENJO MINISTERNI S
5			_Silo_						rangigoussystem - Joseph Hellande	and the second second
6	1. 5	20.2.0.44	_Acro_		1.02	80.94	100.00	100.00	0	0
8	44	G&C Section	S115_		1.02	00.27	100.00	100.00	and demokratic section of the second	ne, desperts, the Year pro-
9			Aero						promposoustings reproductive activities of	december - relationship - res
2	11	3rd Stage Engine	Yelo		17.68	98,78	106.38	111,23	_ Q	.003
		21 d Drap - Line	Silo	.43		94.95	110.30	117.70	Q	Q'
2			Aero	.85		94.95	110.30	117.70	0	Q
3	-		Base	.20		131.00	100.00	100.00	Q	Q
_	45	Interstage 2-3			119.79	59.52	100.12	101.51	.010	.006
5]		(Fwd)	Silo					•		Transport (5:70 -007 -077
5			Aero							deviced at a 1 day, frequen
,			Base	2.81		57.33_	107.51	108.65	0	0
3.1			Silo	1.92		01.11	101.01	101.74	0	0
7		Jettisoned	Aero_	3.40		61.59	100.27	100.47	0	Q
2		Portion	Base	07.00		-7	26 22	300 03		005
Ц	1-	-	- Jett	87.03	50.00	61.41 30.60	98,93	100.81	800.	.005
2	45	Interstage 2-3	C43-	1 10	63.23	ARROTTED DESCRIPTION OF SPRINGER AND	99.32	101.46	.000	- 90
3.		(Aft)	Silo	1.18		80.97	100.50	100.84	0	0
	46	2nd Stage Engine	Acro	1.10	20 31	146.44	105.96		.001	.018
5	70	SIM STURA CORTILE	Silo	.63	32.31	99.62	112.30	121.20	.001	0
2			Acro	.53		99.62	112.30	121.20	Ö	0
3			Base	1.80		189.25	100.00	100.00	0	0
	47	Interstage 1-2	200	1	243, 44	67.19	99,65	101.64	.032	_,022
		(Fwd)	Silo				223			
			Aero			The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	and material collection of the sink of	Contraction of the Contraction of the Contraction	colombite distribution of the colombite of the colombite of the colombite of the colombite of the colombite of the colombite of the colombite of the colombite of the colombite of the colombite of the colombite of the colo	and the second second
2			Base	3.10		64.06	112.35	115.53	. 0	0
5		or above the contract reason and a second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se	- Silo	4.21		66.61	100.32	100.55	.001	0
t_	-	Jettlagned d	_Acro	7.50		66.67	100.10	100.17	.001	001
2		Portion	Base_	5.40		67.09	100.27	100.76	.001	2
,	1.0	7	- Jett	198,20	175 1 2	68.89	98.77	100.52	.028	.016
7	77	Interstoge 1-2 (Aft)	Silo	2 27	129.13	96.69 96.69	100.82	99,84	.024	.01.
3			Acro	3.37		97.71	100.34	100.59	.001	0
2	48	lat Stage Engine	_ACTO_	1.91	60.65	228, 22			-001	.11
1	T.		Silo	2.89	YYAY2	19).41	111.84	120.45	O	.004
2			Acro	1.04		136.60	117.20		Ö	.001
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+	49	Skirt	named to conjugate above as		285.13	68.54	100.84	101,11	.064	.039
5_			Silo	17.57		58.02	100.35	100.60	.004	.003
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* Boeing Section Stations (See Missile Station Dingram)
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3,	SBS	DESCRIPTION	DATA	WEIGHT (LB)	WEIGHT (LB)	LONG.*	LAT.	VERT.	ROLL	FITCH
1	41	RV Spacer								- marinisan marini
2			Silo						·	
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2			Silo				Mary - Market - Market - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		And the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of th	arrestante esta esta esta esta esta esta esta es
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2			Aero							202
	44	3rd Stage Engine	-		_17.68_	98.78	106.38	111.23	0	.003
			5110	.43		94.95		117.70	-0	0
		and annual to the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of	Acro	.63	is the character shade. Moreover title out it	24.95	110.30	117.70	0	Q.,
1	-		Base	.50		131.00	100,00	100.00	0	0
		Interstage 2-3	615		110.91	59.53	100.05	101.60	010	.006
)		(Fwd)	5110_		age of confinence reparations and continued and confidence		AND ASSESSED FRANCES	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	Alexandrollaritation of Allerk, J	alphanes in agriculturalism
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-			Base	2.81		_57:33. 61:11	107.51	101.74	0	3
3			- Silo	1.92			100.27	100.47	0	ō
-		Jettisoned d	Aero	3.40		61.59	100.51	100		Application of the second
)		Portion	Base	0			98.63	100.80	300.	.005
_			- Jott	87,15		61.33			Annual Company of the Park	-
2	45	Interstage 2-3			63.31	80.60	99.32	101.46	.006	.903
5		(Aft)	_5110_	1.18		80.77	100.50	100.84	0	0
-			Acro	1.18	36.76	82.00	103.07	105.23		
	46	2nd Stage Engine			₹2.62	146.87	105.91		.001	.018
1			_Silo_	63	Market Anna Carlotte Co.	99.62	112.30	121.20	0	0
3			Acro	53	Magazina dan majakat titan kasarjan kerasi Magazinka;	99.62	112.30	AND AN ARREST AND AN ARREST AND A STREET AND A STREET AND A STREET, AND A STREET AND A STREET AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A STREET, AND A	STREET, Thursday, Annay St. (1971)	Principal restrictions operated a
	1.0	*	Base	1.80	010 00	189.25	100.00	100.00	0	0
Ż.,	47	Interstage 1-2	~		242.89	67.14	20.58	101.42	032	.022
)		(Fwd)	Silo				1			ayramiga manasanana
	-		Aero			(1, 25	110 05	135 50	-	
-			Ваве	3.10		66.61	112.35		0	
5_	-		- Silo	4.21		60.00	100.32	100.55	.001	0
-		Jettinoned	_Acro_	7.56		67.09	100.10	100.17	.001	001
5	-	Portion	Base Jett	5.40		68.83	98.68	100.26	.028	.018
,	47	Interstage 1-2	OCCU	interior.	128.87	95.91	100.82	99.84	.024	.01
5		(Aft)	Silo	3.37	My a visitation in province of the real	90.69	100.34	100.59	.001	0
		The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	A CONTRACTOR OF THE PARTY OF	3.41		97.71	101.98	103.41	.001	0
5	148	let Stage Engine	_ u d	1	61,05	228,82	109.79	116,59	.004	.115
1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Silo	2.89		120.43	111.8	120.45	0	.00h
2		The second state of the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second	Aero	1.04		136.60	117.20		0	.001
3	1	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	Base	4.50		309.40	100.00		0	0
+	49	Skirt			284.73	68.61	100.93		.064	.039
ź			Silo	17.57		68.02	100.35	100,60	.001	003
5	1		Aero	3.33		67.60	100.04	101.12	.001	0
Z	_	1	Bane	3,33		69.10	101.70	101.12 ·102.76	009	.006
Ş.	1_	MISSILE			952,08					
9	1	who his makes at the control outside and the special outside the special outside and the special outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outside outsi	Silo	32.20						
?	1	which with the task depressable speed or the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same to be the same t	Acro	21.25		6				
ウム	1	1	Base	50.71	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s					
2			Jett	284.91	Total Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the	1	To the production of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last	-	-	-

2-5550-0-58

ECTIVE | VOL

SEC NO D2-13945-10

3.	51	MISSILE NO. 94 WEIGHT AND PALAM	CE SULT			REPORT DATE	1 NO			
LINE	353	MAJOR COMPONENTS DESCRIPTION	DATA	EXPENDED WEIGHT	TOTAL WEIGHT		R OF GRA	VITY		RTIA T2x10-3
T	13	DESCRIPTION	DAIR	(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	FINCH
1	42	RV Spacer								
2		1 1/2	Silo		and the second second				. Adainstur trinadotes stagaseinos sicilore	under Amerikan Principal (s) res
3			Aero							
14.	39	CTLI Section				- SouthWhite to Street Age - Street Agency Control	-		magazine en en en employe	
5.			Silo						was an water total and a	
6			_Aero_		1 00	95.05	100.00	100.00	0	0
	42	G&C Section	013	-	1.02	80.94	100.00	100.00	· · · · · · · · · · · · · · · · · · ·	, , , , , , , , , , , , , , , , , , ,
8	-		Silo							Committee on the strength and the strength and
-4-	1.1.	3rd Stage Engine	Aero		17.72	98,86	106.36	111,20	Q	.003
11	44	JI d Stage Engline	Silo	.43	41015	90.00	110.30	117.70	0	0
12			Aero	.60		94.95	110.30		Q	0
13			Base	.50		131.00	100.00	100.00	0	0
	45	Interstage 2-3		150	120.45	59,66	100.14	101.43	,010	.006
15		(Fwd)	Silo			areas, gardina (the said or said or said or said or	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.			
16			Aero							
17			Base	2.81		57.33	107.51	108.65	0	0
18			Silo	1.92		61.11	101.01	101.74	0	. 0
19		Vett1soned	_Aero_	3.140		61.59	100.27	100.47	0	0
50		Portion	Base						n announted or announced or the co	Proposition and the contra
1		L	- Jott	87.69		. 61.50	98.95	100.57	800.	.005
22.	45	Interstage 2-3		-	63.67	80.60	27.32	101.46	.006	003
23		(Aft)	Silo	1,18		<u> </u>	100:50	100.84	0	8
	1.6	2-1 (5 51)	Aero	1.18	32.80	147.13	103.07	105.23		
25. 26.	4.0	2nd Stage Engine	Silo	.63	32.00	99.62	105.87	110.23	.001	.018
27_			Acro	53		92162	112.30	121.20	0	0.
28			Base	1.80	Aftergraph and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second seco	189.25	100.00	100.00	0	0
	47	Interstage 1-2	Dana	1.00	243.67	67.33	09.54	101, 48	1032	.055
50		(Fwd)	Silo				man de la la la la la la la la la la la la la	<u> </u>	march Ward War	
31			Aero		- Palatini and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the American and the Amer		N. Stationers and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of			
52			Bacc	3.10	Sec. 1914 Marie Paladego Anguer Aguer Palitic, an Albert A.	64.06	112.35	115.53	0	0
33		W. Americk Commission State Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Commission of Co	- Silo	4.21		66.61	100.32	100.55	.001	0
14_		Jettisoned	Aero_	7.50		66.67	100.10	100,17	001	001
15.	-	Portion	Base_	198.54		67.09	100.27	100.76	001	: Q_
35	1.0		-Jett	1198.54		69.05	98.65	100.33	.028	.018
57_ 58	47	Interstage 1-2	motion of the same	1 2 22	129.34	96.91	100.82	99.84	.02h	.014
59		(Aft)	_31lo_	3.37		26.69	100.34	100.59	.001	
	48	lat Stage Engine	Anno	3.41	60.64	77,71 228,21	101.98	103.43	,001	27.5
11		Dy min	Silo	2.89	- VV. Q4	190.41	111.8		.004	.115
12			Aero	1.04		136.65	117.20	129.70	0	001
13			Bage	4.80		309.40	100.00	100.00	-0	0
+14	49	Skirt			284.68	68,55	100,86	101.15	.064	.030
15			Silo	17.57		(No.02	100.35	100.60	004	.002
:6	-		_Acro_	3,33	-	67.80 69.10	102.04.	101.12 102.76		
17	-		Bana	40.60		69.10	101.70	102.76	· .009	0006
48	-	MISSILE	suit-day, paragu daggungun	antifer Andrewings Allenia glads. Spillare	953.99				-	
49	-		_Bilo_	32.20				1 7 11 1		-
50 51 52	-		Mero	21.25		Market Annahaman and Annahaman				
1			Висе	58.71				1	F = 5	
16	-	Boeing Section St	Jett	286,23		!				

* Bosing Section Stations (See Missile Station Diagram)
2-5550-0-58

EGG-FINIO VOL.

HO D2-13946-10

-		MISSILE NO. 942 WEIGHT AND BALAN MAJOR COMPONENTS	CE SUM	ARY	2	DATE		1.	1	
101	16	F	Paragraphic R	EXPENDED			R OF GRA	VITY	SLUO F	RTIA
LINE	333	DESCRIPTION	DATA	(LB)	(LB)	LONG.			ROLL	PITCH
1	41	RV Spacer			24 -0				- b	
2	•		Silo				34.84			
3			Aero.	100						
	39	CTLI Section							14 (4)	
5			Silo				The same of			7.93.2
6			Acro							
7	42	G&C Section	21000	1	1.02	80.94	100.00	100.00	0	0
8			S110							
9			Aero							
0	44	3rd Stage Engine			17,52	98,47	106.44	111.33	0	.003
1			S110	.43		94.95	110.30	117.70	0	0
2			Aero	.80		94.95	110.30	117.70	0	. 0
3			Base	.20		-131.00	100.00	100.00	0	- 2,
4	45	Interstage 2-3	712	-	120.54	59,73	100.14	101.58	-010	.006
5		(Fwd)	5110						000000	
6			Aero	6.01			107 51	300 6		-
7	-		Base	2.81		57.33	107.51	108.65	0	0
Ö.	-		- Silo	1.92		61.11	101.01		0	0
9	-	Jettisoned 4	Aero	3.40		61.59	100.27	100.47	0	- 0
0	-	Portion	Base	Der ++0		61.60	98.96	100 28	800.	OVE
1	1.0		- Jett	87.78	E 2 75	80.60	And the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of th	100,78		.005
	45	Interstage 2-3		7.70	63.73	Commence of the Party of the Party States	99.32	CONTRACTOR STATE OF STATE OF	.006	.003
4	-	(Aft)	5110_	1.18		80.97	100.50	100.84	0	- 8
_	1.0	2 104 8 1	Acro	1.18	20.00	82.00	103.07	105.23	0	-
	40	2nd Stage Engine	011	1 72	32,80	147.13	105.87	110.23	.001	.018
6			Silo	-63		99.62	112.30	121.20	0	-0
27.	-		Yazo	- 53		99.62	112.30	121.20	0	0
	1.2	Internation 1 2	Base	1.80	61.5.53	189.25	100.00	100.00	0	0
SO.	7.4	Interstage 1-2 (Fwd).	043-	-	243.39	67.19	99.67	101.41	.032	.022
1	-	(150)	Silo				-			
12			Base	2.30		El. 05	110 25	115 50		
3	-		- Silo	3.10		66.61	112.35	115.53	0	0
4		Jettiponed	Aero	7.56		66.87	100,32	100.55	.001	0
55.		Portion	Base	5.40		67.09	100.27	100.17	.001	001
6		TOTAL L	- Jett	198.26		68.89	98.79	100.24	.028	.018
	47	Interstage 1-2		-	129,17	96.91	100.82	99.84	.024	.014
8		(Aft)	Silo	3.37		96.69	100.34	100.59	.001	0
9			Agro	3.41		97.71	101.98	103.41	.001	0
Đ.	48	lot Stage Engine			60,65	228,22	109.86	116.70	.004	.115
1		· ·	Silo	2.89	2000000	190.41			0	.004
12			Aero	1.04		136.60	117.20	129.70	0	.001
3			Base	4.80		309.40	100.00	100.00	0	0
		Skirt			283.63	68.53	100.97	101.04	.064	-039
5			3110	17.57		68.02	100:35	100.60	.004	.002
15.	-		Acro	40.60		67.60	100.64	101.12	.001	0
17			Base	40.60		69.10	101.70	102.76	.009	.006
18		MISSILE			952,45		-			
9			5110_	32.20				-		
50	-		Aero	21.25						
11	-		Bane	58.71	CITY OF STREET					
50	1		Jett	286.04	-			- Service	Land Inch	

* Boeing Section Stations (See Missile Station Diagram) 2-5550-0-58

RECEIVED | VOL | NO DE-13946-10 }

3.	39	MISSILE NO. 943 WEIGHT AND BALAN MAJOR COMPONENTS	ICE SUM	W.EX.		REPOR	T NO			
LINE	SEC.	DESCRIPTION	DATA	EXPENDED	TOTAL	CENTE	R OF GRA	VITY		RTIA T2x10-3
$\overline{\Box}$	1			(LB)	(LB)	LONG.*	LAT.	VERT.	ROLL	PITCH
1	47	RV Spacer								
2		*	Silo							
3			Aero							
4	139	CTLI Section		 						
5	-		Silo	1						
5	42	G&C Section	Aero		1.02	80.94	100.00	100.00	0	Q
8	75	ONO SECTION	Silo						To a supplementation of	Andrew St.
9			Aero			age or objective spins for one de				
	44	3rd Stage Engine			17.55	98,53	106,43	111, 11	0	.003.
7			Silo	.43		24.95	110.30	117.70	_ 0	0
2		a distributing commercial and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	Aero	.80	and the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contra	94.95		117.70	Q	Q
3			Base	.20		131.00	100.00	100.00	Q	0
	45	Interstage 2-3		go alegantypepenetrophageniya istor lotalin. Karl	113.52	52.72	100,12	101,47	,010	-,000
5		(Fwd)	Silo		Strangenius, e udit mathematica	wage wagers when appear to believe to be a way	is vilitarialisti, and brisonias e desilience	ringings and the spirit super (so-transference insert)	your management of Seasons	probability and interference of the
7.	-		Aero	. 2.81		57.33	107.51	108.65	0	0
8	-		- Silo	1.92		61.11	101.01	101.74	0	0
9		Jettisoned J	Aero	3,40	Anterio symptosiste opinionistymposiste i	61.59	100.27	100.47	Ö	Ö
Y)		Portion	Base	1.0	gantali, etcriseAl etclicked.dedisjo.			Andrew Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the	Sycompanish spangartes - 25-unit, recy	The agreement of the second
1		L	- Jett	87.06		61.58	98.93	100.52	800.	.005
	45	Interstage 2-3			63.25	80.60	99, 32	101,46	.006	.003
3		(Ast)	Silo	1,18		80,97	100.50	100.84	Q	0
4			Acro	1.18		82.00	103.07	105.23	O	0
5.	46	2nd Stage Engine	Well-fair for transport and transport		32.80	11.7.13	105.88	110.23	.001	.016
5	-		_Silo_	.63_	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	99.62	112.30	151.50	Q	2
27			Acro_	.53_		99.62	112.30	121.20	0	V-01/2
8	1.0	7 1 3 3 3	Вало	1.60	OU. 'eea	189.25	100.00	100.00	0	0
0	4.7.	Interstage 1-2 (Fwd)	C43.		2111: 27	67.06	22.70	101.50	1032	022
1		\r way	Silo_ Aero	-		nyameny-ducain seemangy-amounters-frager	энтин дассынують интегнальный навыга	Mathematica and progress, of miles and project con-	**************************************	to interestate, 494/04690,4 raido
2			Base	3.10		64.06	112.35	115.53	0	
3		, ,	Silo	4.21		66.61	100.32	100.55	.001	0
4		Jettisoned	Aero	7.50		60.07	100,10	100.17	001	_001
5.		Portion	Base	5.40		67.09	100.27	100.76	.001	0
6	-	L.	- Jett	199.14		68.73	98. Eu.	100 hh i	.028	01d
2	47	Interstage 1-2			129.69	96.91	100.82	99.84	.024	.014
8		(Aft)	Silo	3.41		26.69	100.34	100.59	.001	- 0
5	48	lot Stage Engine	_Acro_	1-1-41	60.77	97,71	101.98	103.41	.001	
1	14	TAY OF OF OF STREET	Silo	2.89	60.75	228. 37 190.41	111.84	116.67 120.45	.004	.115
2			Arro	1.04		136.60	117.20	122.70	0	.001
3			Bace	4.80		309.40	100.00	100.00	0	01
l,	49	Skirt			284.43	68.49	100.19	101.19	.064	.039
5			Silo	17.57		50.00	100.35	100.60	.004	500
6	-		_Aero_	3,33		67.80	100.64	101.12	.001	0
2	-	Winetin	Bane	40.60		69.10	101.70	102.76	.009	.000
3		MISSILE	0.4.3	30.00	953.58	-				
0	-		5110_	32.20	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s					
3	1		Aero	21.25					- elitarian-romana elitaren eletariak	
12	1	there was no strong the desirable desirable as a manufacture where to apply the	Bung	58.71 ₽86.20		Manufacturing print spanish a	all and the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the seco			
- order	-	ceing Section St			·					1

* Rowling Section Stations (See Missile Station Diagram) 2-5590-0-58

| NO D2-13946-10 | NO D2-13946-10 |

		WEIGHT AND BALAT MAJOR COMPONENTS	ICE SUM			REPOR' DATE				
E	3			EXPENDED		CERNTER	R OF GRA	VITY		AITS
100	SEC	DESCRIPTION	DATA	WEIGHT (LR)	THDIGW (ELI)	LONG.*	LAT.	VERT.	SLUG F	PINC
7	41	RV Spacer		1,127	,,,_,	20	DALL		-	
2			Silo			-				
3			Aero			3				
4	39	CTLI Section								
5			Silo						-	
6			Aero							
	42	G&C Section		-	1.02	80.94	100.00	100.00	0	2
8			Silo					*		linealreador autórico suprango est
9		7-3 CA F	Aero		177 60	08.62	100.41	111,28		000
	44	3rd Stage Engine	Silo	.143	17,60	98,63 94.95		117.70	0	000
7 -			Aero	.80	Secure Control and Control	94.95	110.30	117.70	Q	0
2		n i dissi miling dipi indhanyya ni me jakendamin naying dan dipinakenasa d	Base	.20	The site report and true assess in	131.00	100.00	100.00	Ŏ.	O
	45	Interstage 2-3		* 144	119.97	159.77	100.12	101.00	.010	,005
5		(Fwd)	Silo		a new words and we	Lam & Word 1 Law		ANALYSIS OF THE CASE OF THE SEC.		
6			Aero		And the same of the same of					
7			Base	2.81		57.33	107.51	108.65	0	0
B.		Г	- Silo	1.92	usellalandos seine suales. Il Paga enciare la c	61.11	101.01	101.74	0	0
9	-	Jettisoned	Aero	3.40	in our transfe 🖝 street-same	61.59	100.27	100.47	0	. 0
Q.		Portion	Base	-	-	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	-		-	commence of the second
1	1 =		- Jett	87.21	7 2 22	51.06	98.93	100.80	800	.00
	45	Interstage 2-3			63.35	80.60	29.32	101.46	.006	.00
3		(Aft)	Silo	1.18		82.97	100.50	100.84	0	Q
	46	2nd Stage Engine	Aero	1.18	42,68	82.00	103.07	105.23	-	.018
6	7.0	THE STARE SURTING	Silo	.63	36.00	99,68	112.30	121.20	.001	The second residence
7_		The state of the second section of the second section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section	Acro	.53		99.62	112.30	121.20	0	0
8		•	Base	1.80	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	189.25	100.00	100.00	0	0
	47	Interstage 1-2	•		243.86	67.32	99.60	101.49	.032	.022
0		(Fwd)	Silo							and the second
1			Aero							
2			Ваве	3.10		64.06	112.35	115.53	0	0
3			- Silo	4.21		66.61	100.32	100.55	.001	0
4		Jettisoned	_Aero_	7.56		- 66.87	100.10	100.17	.001	.001
5 6		Portion	_Base	198.73		67.09	100-57	100.76	.001	0
	42	Interstage 1-2	- Jett	43/0-13	129,45	97.32	98.72	100.34	.028	.018
8	-1	(Ast)	Silo	3.31	A67112	96.69	100.82	100.59	.001	.014
9			Acro	73.51		91.71	101.98	103.41	001	0
Q.	48	lat Stage Engine			60,68	228,57	109.82	115.64	.004	_111
1			Silo	2.89		190.41	111.84	120.45	0	100.
2			Arro	1.04		136.60	117.20	129.70	0 :	.001
3_	0.63	61.4	Вазе	4.80		309.40	100.00	100.00	0	Q
5		Skirt			283.48	68,56	100,72	101 21	.064	.039
5.			Silo	17.57		68.02	100.35	100.60	.004	.002
7			Acro_ Bana	3, 33 45, 60		67.80 69.10	100.64 101.70	101.12	.001	.000
8		MISSILE		1 7.00	952.29	24.10	101.10	102. 0	.009	.000
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##See pages 53 through 59 for details of these items. | SEC | SAGE 52

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מא	3,1188114	SECTION 46 HISSILE COMPONENT 2nd Stere Engine		MISSILE NO. Wing	No. Win	Wing IT		I	TN3	CEVIZO PTIS 3 GENOI FILES 3	
MELL		DESCRIPTION	PART NO	WEIGHT	X ARK	Y ARM	Z ARK	HASION WEIGH	Heiths LONZH		LAUNC
OB D	Deflector Assy.	Assy.	25-36378-1					×			
Q 99	Deflector Instl.	Instl. R>	25-25880-1	11	182.60	100.00	100.00	×			
900	upport Co	Suprort Comp-Elec Cable	25-27523-8	5	23.55	111.20	119.51	×			
1 99	nstl-Elec	Instl-Elec Cable Support	25-27524-6	.15	41.17	101.23	105.25	×			
99	Conduit Support Set	mort Set	25-36381-1	13.48	104.61	27.111	120.36	×			H
1 39	Instl. B/W Comp.	Comp.	25-360k6-2	.53	100.88	111.80	119.40	×		#	H
199	WS 5-62 In	EAS 5-62 Instl. at Flant 77		2.22	123.42	108.79	115.24	×	#		TH
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DATE MODEL WS-132A	FINAL ASSIPBLY DRAWING NO.	LY DRAWING		21-63163-12	Xr.	IWOS .	COMPONENT	415811
SECTION 147		MISSILE	NO. WA	Wing II			IVED	CELLE
MISSILE COMPONENT 1-2 Interstage		COMPONENT PART NO.	No. Noted	bed	1	SHED SHE		DISM
ESCRIPTION	PART NO.	WEIGHT	X ARH	Y ARH	Z ARM	MEI MEI BVS	SV	and the state of
7a Body Section	25-36101-1	Δ				. *		
7b Interstage Instl.	25-36478-2	2.55	78.06	92.88	100.32	1.	#	1
To Conduit Support Set	25-36361-1	2.38	88.97	115.59	127.08			
7d Instl-Fwd R/W Cer	25-36046-2	60.	53.50	110.20	119.50	×		
7e Instl-Aft R/W Cap	25-36046-1	60.	105.77	116.20	128.00	X X		
7f Support Comp-Elec Cable	25-27523-8	2.36	58.58	111.43	116.80	 x		
7R Instl-Elec Cable Support	25-27524-6	04.	83.74	109.13	114.73	l x		
The Insul Comp-Testeners & Joints	25-37125-17	.57	69.98	95, 42	911 119			
71 Bracket Comp-Cable Disc.	25-27234-3	10.01	18.87	114.13	114.13			
73 Mac. Bracket Inst! 2>	25-2[22]-1	.23	70.66	120.19	130.4	×		
7k Ord. Assy-Sep. & Skirt Removal	25-26855-1	£.04	72.72	91.33	103.63	X	+	Ħ
7 Ord. Instl-Joint Sev. 2>	25-27238-1	114	84.75	83.70	93.00	×		
7m SkA Device	10-201:36-5	2.6	69.40	06.50	73.00		-	廿
(n BGS 5-62 Instl. at Plent 77		3.36	72.86	304.65	111.33			

> Use actual data for each body section.

E BESS	MS-137A	FINAL ASSESSIY DRAWING NO.	CY DRAWING		21-50150-12	Yr		+			
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	SECTION 48		MISSILE NO.		Ving II			V 2	SILS CEAL L	SILS	Mais
0.60	HISSLE COMPONENT 1st Stees Parine		COMPONENT PART NO.		Noted	-	THO	ट्याछ	BACE OLE	ole Mete Ole:	HON
KELI	pescription	PART NO.	WEIGHT	X ARM	Y AEM	Z ARM	NET NET SV	ISM	IHS	Y2	Secret 1
8	Derlector Assy.	25-630-1					×				++-
&	Deflector Insti. 2>	25-25819-1	.13	309.50	100.60	100.00	ж				-
8	Conduct Suprose	25-35381-1	20.02	16.3	117.45	129.80	×				1 1
. 8	Instl. Baceway Comp.	25-36546-1	1.14	161,30	116.20	02.91	×				-
8	Insul. Comp.Festonern & Joints	25-37125-17	£.	156.59	116.50	129.00	×				+-
84	Surport Comp. Floc. Cable	25-27523-8	9.	51.70	116.70	129.40	×	*			
2	Insti-Flee Cable	9-18-12-53	50.	35.10	67.901	103.00	×				-
6	TOS 5-62 Inetl. at Plant 77		27.72	202.78	111.85	130.89	×				
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D Use actual data for each deflector

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NODEL WS-1334 FIRAL ASSUMENT DRAWING NO. 21-50150-12	CHECK LIST NO.	4.7 N	ISSILE-WEIGHING CHECK LIST	HECK LIST	• •		Plo Day	2		1	
1	DATE	HODEL WS-133A	FINAL ASSERB	LY DRAWING		50150-18		5	THENOTHE		1881
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Skiit Assy-Insul. 25-26080-1 15 160-165 x x x x x x x x x		11	SOW I	OUEST FARE			4 1	•	Hora	LON	LONE
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The following ECP's have not been incorporated into "Model Specification, Guided Missile Main Assemblage (S-133-1000-0-1)" dated 15 March 1963. However, the mass properties of these ECP's have been incorporated into this report unless otherwise noted. ECP's applicable to the CTLI components will be found in D2-13943-2, "Flight Article Mass Properties for CTLI Installations".

ECP NO. (WS-133A-BO-)	ECP TITLE	STAGE	WEIGHT	WEIGHT CHANGE INCORPORATED IN THIS REPORT
620	Installation of Static Dissipators on Operational Missiles	1,2,3	-	Yes

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PARTY NO.   WE-133   DRIVING NO.   SP-96101-1   PREPARED   JIN HILL	ASSOCIATE CONTR	BONDAG D. 2	CONTRACT NO.	APO+10%	040	740	2	10/3/6		
PART NO. DESCRIPTION OF EQUIPMENT TANS AXIS Y AXIS Z Y AXIS BODY Section (As Weighted) 156.20 67.22 10,492.9 99.34 15,236.8 100.96 25.36.01.1 Body Section (Complete) 1.6.20 67.22 10,499.9 99.34 15,216.8 100.99 25.36.01.1 Body Section (Complete) 1.6.20 67.22 10,499.9 99.34 15,516.8 100.99 25.36.01.1 Body Section (Complete) 1.6.20 67.22 10,499.9 99.34 15,516.8 100.99 25.36.01.1 Body Section (Complete) 1.6.20 67.22 10,499.9 99.34 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8 100.99 25.36 15,516.8	COMPONENT MODEL NO. SERIAL NO.	111	BAWING NO.	25-36103-		H 4	SPARED FROVED	S. SOM	30	
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COMPONENT MODEL NO. SERIAL NO.	WE-133 DRAWING NO.	25-36103-1	1	5 E &	PREPARED	JTM RTEL		111
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PART NO.	DESCRIPTION OF EQUIPMENT		ARK	MOMENT	ARM	NOMENT AS	ARM M	MOMENT
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25.36103-1	CHANGE ARCON		WEI	WEIGHT AND BALANCE	ANGE	
25-36103-1		WEIGHT	×		Y AXIS	
25-36103-1	DESCRIPTION OF EQUIPMENT	-	APM MOMENT	ARM	NOMENT	EVE
	Body Section (As Weighed)	156,40 6	67.13 10,499.0	0 99.28	1 1 1	15,527.2
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25-36103-4	Body Section (Complete)	156.40 6	67.13 10g499.0	88.38		15,871.2 101.00

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CONTROLL NO.   WE-133   DRAWING NO.   25-36103-1   PREPARED RODEL NO.   OCO04-54   U.O. MISSILE 939   APPROVED SERIAL NO.   OCO04-54   U.O. MISSILE 939   APPROVED APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED   APPROVED	SENTENDED		BOETSG	T 110.	AFO! (694)	940	REA YC	ORT NO.	10/3/63		
#EIGHT AND BALA    PART NO.   DESCRIPTION OF EQUIPMENT   X AXIS   Y A	PART NO.   DESCRIPTION OF EQUIPMENT   VEIGHT		1	BAMING NO.	25-36103-1		PP PP	SPARED	C. OOMR	40	
EQUIPMENT CHANGE RELORD  PART NO. DESCRIPTION OF EQUIPMENT ARM MOMENT ARM MOM	### EQUIPMENT CHANGE RECORD    PART NO. DESCRIPTION OF EQUIPMENT ARM NOWEST RM NOWES ARM NOWES ARM NOWES ARM NOWES ARM NOWES ARM NOWES ARM NOWES ARM NOWES ARM NOWES ARM NOWES ARM NOWES ARM NOWES ARM NOWES ARM						WEIGHT	AND BAI	ANCE		
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1 2 25-36103-1 3	Body Section (As Weighed)	157.25	67.18	10,56.0	38.35	99.35 15,623.2	100.93	15,872.0
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1 2 2 2 2 2 2 2 3 2 3 3 3 3 3 3 3 3 3 3	Body Section (Complete)	191.25	67.18	10,5%	33.33	15,623,2	100.93	15,872,0

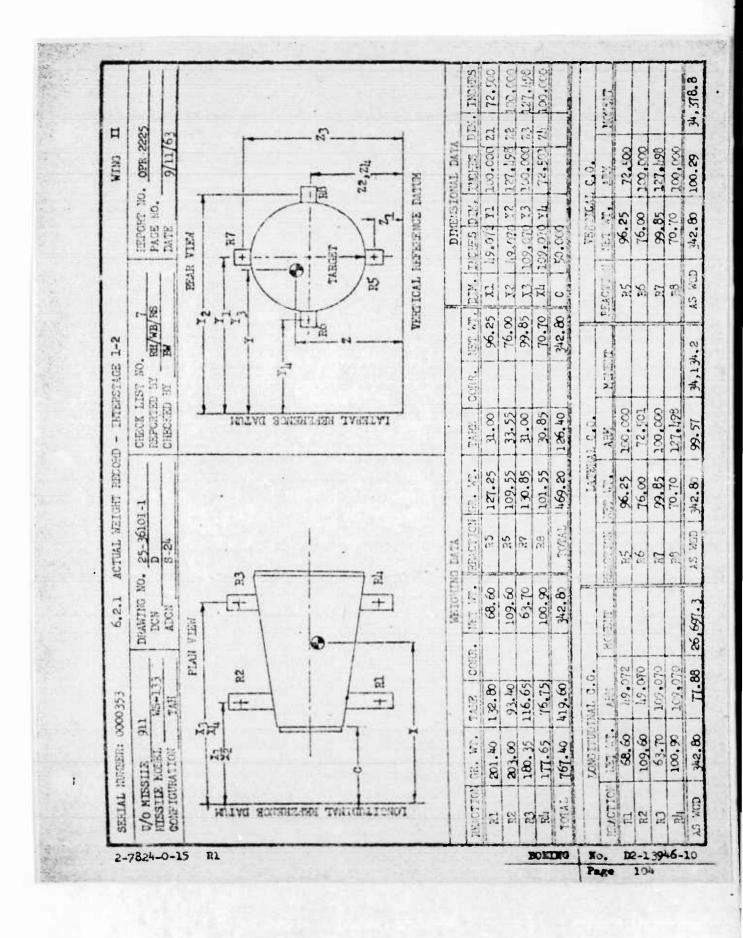
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	REPORT NO.	PREPARED APPROVED	WEIGHT AND BALANCE	A.R.W.	39.68			3.66	
	0FR-2310	O. OCANO	ANCE	AXIS	33,953.9				
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	OPR-2313	JTA HTLL G. OGARD	ANCE	AXIS	MOMENT	34,030.9			34,020,9	
	REPORT NO.	PREPARED APPROVED	WEIGHT AND BALANCE	Y	ARM	99.55			89.55	
CORD	REPOR	PRE PRE	WEIGHT	AXIS	MOMENT	26,647.7	and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	d digital and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	26,647.7	4
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ANGE REC	940-(			×	ARM	77.96			<u>%</u>
BALANCE CH	AFO4 (694)-046	25-36101-1 923		THOLEN	711011	341.25	0	0	<u>341.25</u>
WEIGHT AND BALANCE CHANGE RECORD		DRAWING NO.			EQUIPMENT	(As Weighed)			(Complete)
6,2,11	ACTOR BOKING INTERSTAGE 1-2	WS-133 0000420	CHANGE RECORD		DESCRIPTION OF B	Body Section (As	ADD:	DEDICT:	Body Section (Co
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	REPORT NO.	PREPARED APPROVED	WEIGHT AND BALANCE	Þ	ARM	89.66			83.60
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BOAV Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)  Body Section (Complete)	COMPONENT MODEL NO. SERIAL NO.	WB-133 0000426	LOT NO. DRAWING NO. U.O. MISSILE	25-36101	4	4 8 8	TE EPARED PROVED	9/6/63 JTM ETIL G. OGNED	110	
25-36101-1 Body Section (As Weighted) 341.55 TT.99 26.679.0 99.54  DEBUCT: 0		CHANGE RECORD				WEIGHT	AND BAL	ANCE		
25-36101-1 Body Section (As Weighted) 341.55 TT.99 26,639.0 99.94  25-36101-1 Body Section (Complete) 341.55 TT.99 26,639.0 99.94				VETCHE	X	AXIS	Y	AXIS	2	AXIS
25-36101-1 Body Section (As Weighted) 341,55 T7,99 & 5,639.0 99.54  AID:  DEDICT:  DESICON  DEDICT:  DESICON  DEDICT:  DESICON  DEDICT:  DESICON  DEDICT:  DESICON  D		DESCRIPTION OF	UIPAGAT	-	ARW	MOMENT	ARM	MOMENT	ARM	MOMENT
Digition:   Digition   Complete   341.55   Tr.99   26,633.0   99.54	200 200 200 200	Body Section	elghed)	341.55	71.99		去.66	33,998.2	100.32	34.263.4
25-3610]-1 Body Section (Complete) 341,55 77.99 26,639.0 99.54	200	AID:		0						
25-5101-1 Body Section (Complete) 341.55 77.99 26,639.0 59.54	280	DKDUCT:		0						
	25- \$6101-1	Body Section (Comp	lete)	341.55	П.93	26,633.0	4. 88	33,996,2	28.001	4.684.

6.	CONTRACTOR	HODEL NO. WS			2 25-36101-1 Body 8	AD:	2 8 9 9	25-36/01-4	200 20 20 20 20 20 20 20 20 20 20 20 20	\$ \begin{align*} \phi & \phi \\ \phi & \phi & \phi \\ \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi & \phi \\ \phi & \phi & \phi \\ \phi & \phi & \phi \\ \phi & \phi & \phi
2,14	CONTRACT NO.	WS-133 DRAWING NO.	COCCER TOWARD WINDSTIFFE	The Malling GO Not the last	Body Section (As Weighed)		25	Body Section (Complete)		
WEIGHT AND BALANCE CHANGE RECORD	AF04(694)-046	25-36101-1		WEIGHT	342.30	a	0	34.2 JS		
IANGE REC	.)-046	7		X	77.96			71.36		
ORD	REI	P.B. A.	WEIGHT	AXIS	26,68,8 29,47			% 68.8		
	REPORT NO.	PREPARED APPROVED	WEIGHT AND BALANCE	Y NOV	29.47			74.66		
	PR-2308	JUN BILL G. CGARD	ANCE	Y AXIS	1 4			4.480.45		
	3	3 2		2 700 7	100.39			100.39		
				1 -5	9.49			34, 361, 6		

BOEING NO. 22-13946-10

	6.2.15	WEIGHT AND BALANCE CHANGE RECORD	BALLANCE CH	ANGE REC	ORD		*		
ASSOCIATE CONTRACTOR		CONTRACT NO.	AF04 (694)-046	940-1	RE	REPORT NO.	OPR-2311		
COMPONENT MODEL NO. SERIAL NO.	WS-133 0000428	DRAWING NO.	25-36101-1 917	1.	PH PH	PREPARED APPROVED	G. OGARD	-19	
	COCCEO BOWNED WINDINGTON				VEIGHT	AND BALANCE	LANCE		
INE	EQUIPMENT CRANCE ALCOHO	•	THULL	×	AXIS		Y AXIS	2	AXIS
PART MO.	DESCRIPTION OF B	EQUIPMENT		ARM	MOMENT	. ARH.	MOMENT	ARM	MOMENT
2.25-36101-1	Body Section (As V	(As Weighed)	342.40	77.81	26,641.7	99.46	34,054.3	100.30	34.342.9
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10 11 25-36101-1 12 13	Body Section (Com	(Complete)	342.50	77.81	26,641.7	39.46	34,054,3	300.30	M 342.9
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#25-36/01-1 Back Section (Ambiete) 341.35 78.00 26,626.2 99.26 33,986.4 100.22 25-36/01-1 Back Section (Complete) 341.35 78.00 26,626.2 99.26 33,986.4 100.22 25-36/01-1 Back Section (Complete) 341.35 78.00 26,626.2 99.26 33,986.4 100.22			Department with	uncou			WEIGHT	AND BAL	ANCE		
25-36101-1	INE		ENT CHANGE R	ELUKU.	and the same	×		7	AXIS	2	AXIS
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AND:  DETUCT:  0  25-36101-1 Body Section (Complete) 341.35 76.00 26,626.2 59.56 33,996.4 100.22	- 10 W	25-36101-1			341.35	78.00	1.1.1	8.8	33,986.4	100.32	34,243,4
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	1	13 %		2	A.R.M	100,35			100.35	
	OFR-2317	O. OGAR	ANCE	AXIS	MOMENT	34,015.T			34,015.7	
	REPORT NO.	PREPARED APPROVED	WEIGHT AND BALANCE	×	ARM	39.62			83.62	
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ANGE RE	940-(	1-1		×	ARM	78.19			78.19	
BALANCE CH	APO4 (694)-046	25-36101-1 924		WE TOND	TUDICA	341.45	q	0	341.45	
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.		RECORD		N OF EQUIPMENT	(As Weighed)			(Complete)	
6.2.17	CONTRACTOR BOETHG	₩8-133 0000430	FOUTPMENT CHANGE RECORD		DESCRIPTION OF	Body Section	ADD:	DECUCY:	Body Section	
	ASSOCIATE CONTR	MODEL NO. SERIAL NO.		ente diamen	PART NO.	2 25-36101-1 3	5.5	8 6	25-36101-1	7
2-5	550-0			INI'	1				의 급고 크로 파일 디렉 의 이 지 및 지 및 지 및 지 및 지 및 지 및 지 및 지 및 지 및 지	K

NO. D2-139h6-1

				KIS	MONENT	34.347.0			39.347.0
	9	ы		Z AXIS	ARM	I N			10.3
	OPR-2306 9/10/63	OK GARD	TOWN	T AXIS	MOMENT	34,064.0 100.31			34,064.0
	REPORT NO. DATE	PREPARED APPROVED	WEIGHT AND BALANCE	3-4	ARM	65.69			59,76
ORD	RE	PR AP	WEIGHT	AXIS	MOMENT	26,704.7 99.49			26,704,7
ANGE REC	940-			X	ARM	77.99			11.39
SALANCE CH.	AFO4 (694) -046	25-36101-1 912		WETSHIP		342.40	0	0	342,40
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.	DRAWING NO. U.O. MISSILE	ORD		TRIPTION OF EQUIPMENT	(As Weighed)			(Complete)
6,2.18	B EING INTERSTAGE	WS-133 0000431	ONT CHANGE RECORD		DESCRIPTION O	Body Section (	5	DEDUCT:	Body Section (
	HTRACTOR		POST TOWNEY			Bo	ADD:	20	
	ASSOCIATE CONTRACTOR	HODEL NO. SERIAL NO.			PART NO.	2 25-36101-1	\$ \tau \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	1 <u>7</u> 20 0	
2-5	L	)-11 R	2001	NI.	1 1		12/40		Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net 134   Net

	6.2.19	WEIGHT AND BALANCE CHANGE RECORD	BALANCE CH	ANGE REC	CORD				
ASSOCIATE CONTRACTOR	BOETHG THURSGUAGE 1-2	CONTRACT NO.	APO4 (694)-046	940-(	RE	REPORT NO	. OPR-2309	608	1
MODEL NO.	WS-133 DR 0000432 U.	DRAWING NO.	25-36101-1 915	1	H PB	PREPARED APPROVED	G. OGARD	13 8	
	EQUIPMENT CHANGE RECORD				WEIGHT	WEIGHT AND BALANCE	LANCE		
PAPT NO.	DESCRIPTION OF EQUIPMENT	TNEW	WEIGHT	X XXX	AX IS MONENT	Y Y	Y AXIS MORENT	Z ZYYY	MOMENT
2 25-36101-1	Body Section (As Weighed)	ned)	340.95	77.94	26,573.6 99.41	17.66	33,892,8 100,35	100,35	4,215.8
200	ADD:		0						
8 0	DEDICT:		0						
11 25-36101-1	Body Section (Complete	(e)	340.95	\$.E	26,513.6	99.41	33,892.8	100,35	34,215,8
14. 14. 15.	÷								
16.									
3 <b>2</b> 8									
22									
23									
28.0									
22 22									
গ্র									
75									

E RECORD	REPORT NO.	PREPARED JIM HULL APPROVED G. OGARD	WEIGHT AND BALANCE	A AXIS Y AXIS Z AXIS ARM MOMENT ARM MOMENT	78.16 26.267.0 99.63 33.864.8 100.26 34.079.1			78.16 26,367.0, 99.63 33,884.8 100.26 34,079.1			
WEIGHT AND BALANCE CHANGE RECORD	AFC4(694)-046	25-36101-1 918		WEIGHT A	39.90	0	O	88.63			-
6.2.20 WEIGHT AND B	BOETNG CONTEACT NO.	WE-133 DRAWING NO.	EDUIPMENT CHANGE RECORD	DESCRIPTION OF SQUIPMENT	Body Section (As Weighed)	ADD:	DEDUCT:	Budy Section (Complete)			
	CONTRACTOR	COMPONENT MODEL NO. SERIAL NO.		LIN PART NO. DE	2 25-3001-1 Bs		Z 0 0	25 25 25 25 25 25 25 25 25 25 25 25 25 2	<u>প্রারাম্</u> যার	মুস্কুমুগ্	52

BOEING NO DE-13946-10

	6,2,21 WEIGHT AND BALANCE CHANGE RECORD	BALANCE CH	ANGE RECO	PD CA				
	CONTRACTOR BORING CONTRACT NO.	APO4 (694) -046	940-(	REA	REPORT NO.	1	35	
COMPONENT MODEL NO. SERIAL NO.		25-36101-1	-1	P. P. P. P. P. P. P. P. P. P. P. P. P. P	PREPARED APPROVED	G. COARD	13 E	
3	COORD DANGE DECOR			WEIGHT	AND BALANCE	ANCE		
ini'	EQUIFIENT CHANGE MOONE	THULL	X	AXIS	Y	Y AXIS	2	AXIS
PART NO.	DESCRIPTION OF EQUIPMENT		УЗЯ	MOMENT	ARM	MOMENT	ARM	MOMENT
2 25-36101-1 3	Body Section (As Weighed)	341.75	77.85	36,603.8	29.57	34,026.4	100.35	34,294.5
2 N E	ADD:	0						
2 8 0	DEDUCT:	0						
10 25-36101-1	i . Body Section (Complete)	341.75	77.85	26,603,8	99.57	± ,026 4€	100,35	34,294.5
14 N 2 C 8								
20			Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contro					
12								

				AXIS	MOMENT	34,253.3		Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control of the Prophenical Control o	34,253.3
	18	13 (2)	0.00	2		100.27			27.001
	OPR-2318 9/26/63	OTA HTLL	NCE	Y AXIS	MOMENT	. 9 <b>20,</b> 46			<u>. 528. </u>
	REPORT NO.	PREPARED APPROVED	AND BALANCE	YA	ARM	99.61			1956
DRD	REPOR	PRE	WEIGHT	AXIS	MOMENT	26,716.5			26,716,5
ANGE RECO	3-046	-1		X	ARM	78.21			[7. <u>3</u> ]
SALANCE CH	APO4 (694) -046	25-36101-1 925		THOLES	THOTOL	341.60	0	Ģ	341.60
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.		Cao		OF SQUIPMENT	(As Weighed)			(Complete)
6.2.22	BOETING	WS-133 0000435	decorde agreement		MCRIFTION OF	Body Section	AUD:	DEDUCT:	Body Section
	ASSOCIATE CONTRACTOR		a Mod ii wa	TETENT OF	PART NO. DES	25-36101-1 B	AI	IO	25-36101-1 Bx
2-5	L	0-11 S ≥ %	1 3	INE	T	704	•	700	열크업업과 보험 보험 업 전 전 전 128 ** ** 128 *** *** *** *** *** *** *** *** *** *

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	OPR-2319	G. CGARD	ANCE	AXIS	MOMENT	34,019,2			Pavida.	
	REPORT NO.	PREPARED APPROVED	T AND BALANCE	Y	ARM	99.51				
CORD		D. 4	THEIGHT	AXIS	MOMENT	26,700.9			Femilia	
TANGE RE	940-(+	7		×	ARM	78.15			Crayl	
BALANCE CE	AFO4(694)-046	25-36101-1 926		THULL		341.65	d	0		
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.		0		EJUIPHENT	(As Weighed)				
6.2.23	BOXING TEMESTAGE 1-2	WB-133 0000436	UT CHANGE RECORD		DESCRIPTION OF	Section		DECLOT:	10133388	
	NTRACTOR		TWEMOTHER			Body	ADD:	DEC	8	
	ASSOCIATE CONTRACTOR	MODEL NO. SERIAL NO.			PART NO.	25-36101-1			- 0.10v - 25	
3.5		)_11 R		MI'		100	4 1/2	700	चल <u>चन्त्रच</u> न्न	থনার্থনার্থনার্থনার <mark>মন্</mark>

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BOEINE NO DE-13946-10)

	6.2.24 WEIGHT AND	WEIGHT AND BALANCE CHANGE RECORD	ANGE RE	CORD				
ASSOCIATE CONTR	CONTRACTOR BORDER (CONTRACT NO.	AFO4(694)-046	940-(+	RE	REPORT NO	OPR-2525	25	
MODEL NO. SERIAL NO.	WB-133 DRAWING NO.	25-36101-1 932	7	A P	PREPARED APPROVED	O. OGARD		
	EQUIPMENT CHANGE RECORD			WEIGHT	WEIGHT AND BALANCE	LANCE		
		WEIGHT	×	4.	15-01	Y AXIS	2	AXIS
PART NO.	DESCRIPTION OF EQUIPMENT		ARM	MOMENT	NEW	MOMENT	ARM	MOMENT
2 25-36101-1	Body Section (As Weighed)	341.65	78,14	26,694.9	99.61	34,030.2	100.33	34,278,9
14 v v	ADD:	0						
7.80	DEDUCT:	0						
221222222222 2212222222222222222222222								

BOEING NO. 12-13946-10

VEIGHT AND BALANCE CHANGE RECORD	BOETHO CONTRACT NO. APO4 (694) -046  INTERSTACE 1-2 LOT NO. 25-26101-1	U.O. MISSILE	EDUIPMENT CHANGE RECORD	SCRIFTION OF EQUIPMENT	Body Section (As Weighed) 340.70	ADD: 0	DEDUCT: 0	Rody Section (Complete) 340.70	
GE RECORD	046 REPORT NO. DATE		WEIGHT AND BALANCE	ARM MOMENT ARM	78.30 26,675.3 99.74			78.30 26,675.3 29.74	
	9/26/63	G. OGARD	ANCE	AXIS Z AXIS MOMENT ARK MOMENT	33,981.9 100.20			33,281.9 100.20 34,138.5	

BOEING NO 12-1 9946 10)

				Z AXIS	MOMENT	34,094.2			34,094.2
	2	30		2	YES.	100.26			8
	OPR-229	d odno	ANCE	Y AXIS	MOMENT	33,894.9 100.26			33,894.9 100.26
	REPORT NO.	PREPARED	AND BALANCE	Y	ARM	<b>98'</b> 66			88.88
ORD	RE		WEIGHT	X AXIS	MOMENT	7,664,85			7,66,499.4
ANGE REC	940-(	7		×	ABM	П.93			17.93 17.93
BALANCE CH	APO4 (694) -046	25-36101-1 9.77		WETGHT	-	340,05	0	0	360.05
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.		0		TAZHIDES	(As Velibed)			(Complete)
6,2,26	R BOKUNG	MB-1.33 0000439	ENT CHANGE RECORD		DESCRIPTION OF EQUIPMENT	Body Section (As	ADD:	nenor:	Body Section (Com
	NTRACTO		RUIPMENT			Ă	TA .	8	Ä
	ASSOCIATE CONTRACTOR	NODEL NO. SERIAL NO.			PART NO.	25-36101-1			1-1019£-52
		= 11 R)	-	NIT	1	125	on t	100	विनेयन्य यथ्ये व्यवस्था विश्व स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित स्थापित

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	6,2,28 WEIGHT AN	WEIGHT AND BALLANCE CHANGE RECORD	ANGE RE	ONO				
11/2/2013		APO4(694)-046	940-1	REPOI	REPORT NO.	OPR-2320	8 ~	1
COMPONENT MODEL NO. SERIAL NO.	WE-133 DRAWING NO. OCOOHAL U.O. MISSILE	25-36101-1	1	111	PREPARED	G. OGARD	138	
Li Li	EQUIPMENT CHANGE RECORD				WEIGHT AND BALANCE	ANCE		
PART NO.	DESCRIPTION OF EQUIPMENT	VEIGHT	X XXXX	MOMENT	ARM Y	MOMENT	ARM A	MONENT
25-36101-1	Body Section (As Weighed)	340.40	77.37	26,540.6	94.66	33,857.1	36,001	34,162.1
	ADD:	0						
	particit:	0						
1-10       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12       2-12 <td>Body Section (Complete)</td> <td>04. Only</td> <td>ш.ш</td> <td>9,045,05</td> <td>94.46</td> <td>33,857.1 100,36</td> <td>700.36</td> <td>#.16g</td>	Body Section (Complete)	04. Only	ш.ш	9,045,05	94.46	33,857.1 100,36	700.36	#.16g
20.00								

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6.2.29 WEIGHT AM	CONTRACTOR BOETING CONTRACT NO.		CHOORE RECORD		DESCRIPTION OF EQUIPMENT	Body Section (As Weighed)	ADD:	DEGUCT:	Body Section (Complete)
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Fig. 133   DRAVING NO.   25-5600-1   PREPARED   JON MISSILE   G31   APEROVED   G. GGAED		BOETEG DEFERSTAGE 1-2	APO4 (694	940-(1	RE	REPORT NO. DATE	OPR-23 9/25/6	3 38	
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	25-36101-1	Section	342,40	78.10	26,740.8	99.68	34,131.3	100.27	34,320.9
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ASSOCIATE CONT	CONTRACTOR ROTTED CONTRACT NO.	APO+(694)-04A	940-(	RE	REPORT NO.	OFR-2330	8 %	
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PART NO.	DESCRIPTION OF EQUIPMENT	1	ARK	TNGMOM	ARM	MOMENT	ARIM	MOMENT
2 25-36101-1 3	Body Section (As Weighed)	340°40	17,91	26,519,6	33.66	33,910.6	100.36	34,160.9
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6.2.3	CONTRACTOR	SERIAL NO. 0000445	CROCKE SENARY PARAMETERS	BNI:	PART NO. DESC	2 25-36101-1 Body Section	ADD;	2 8 8	10 25-36101-1 Body Section 11 25-36101-1 Body Section 12 14 15 15 15 15 15 15 15 15 15 15 15 15 15	28
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.		RECORD		RIPTION OF EQUIPMENT	n (As Weighed)			a (Complete)	
BALANCE CH	ATO4 (694) 046	25-36101-1		WEIGHT	-	340.60	0	0	340.60	
ANGE REC	9110	1		×	ARM	77.86			71.88	
ORD	REPOR	H 4	WEIGHT	X AXIS	MOMENT	26,517.4			76,517.4	
	REPORT NO.	PREPARED APPROVED	WEIGHT AND BALANCE		ARK	98.56			33.56	
	OPR-2332	O. OGARD	ANCE	Y AXIS	MOMENT	33,911.4			33.911.4 100.24	
	24 -	38			ARK	100.24			1300. Pt	
	1			Z AXIS	MOMENT	34,142.3			34,312.3	

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	. OPR-2335	STORESTO	LANCE	AXIS Z AXIS	ENT ARM	34,158,9 100,34 34,398,1			34,158,9 100,34 34,398,1	
0	REPORT NO DATE	PREPARED APPROVED	WEIGHT AND BALANCE	<b>X</b>	MOMENT ARM	26,673.4 99.65			<b>26,</b> 673,4 99,65	
E CHANGE RECOR	AFO4 (694)-046	25-36101-1 943		X	ARM	77.8			77.81	
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.	DRAWING NO. U.O. MISSILE	CORD	THOIGH	EJUIPHENT	(As Weighed) 342.80	O	0	(Complete) 342, 80	
6.2.33	ONTRACTOR BOKING	W3-133	EDUIPMENT CHANGE RECORD		DESCRIPTION OF	Body Section	AID:	DEDUCE	Body Section	
	ASSOCIATE CONTRACTOR COMPONENT	MODEL NO. SERIAL NO.	3	רוא	PART NO.	2.25-36101-1 3	5 6	N80 0	2-12-24-25-25-25-25-25-25-25-25-25-25-25-25-25-	F P

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	6.2.34 WEIGHT A	WEIGHT AND BALLANCE CHANGE RECORD	HANGE RE	CORD			3	
	CONTRACTOR PORTING CONTRACT NO.	10. APO4 (694) -046	940-(+	RE	REPORT NO.	OPR-2321	200	1
HODEL NO. SERIAL NO.	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA	1. <u>25-36101-1</u> 1.6 928	17		PREPARED	G. OGAND	96	
3	POUTDWING CHANGE RECORD			VEIGHT	WEIGHT AND BALANCE	LANCE	8	
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PART NO.	DESCRIPTION OF EQUIPMENT		424	MOMENT	ARK	MOMENT	ARM	MOMENT
2 25-36101-1	Body Section (As Weighed)	340.05	78.03	26,535.4	79.41	33,805.5	100.36	34,128.6
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22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Body Section (Complete)	340.05	78.03	26,535.4	7.88	33.805.5	36.001	34,128,6
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	REPORT NO.	PREPARED APPROVED	AND BALANCE	Y	ARM	99.35		P i	39.35
ORD	REPOR	PR	WEIGHT	AXIS	MOMENT	26,549.0			0.64.6
ANGE REC	9+0-(	-1		×	ARM	77.86	e de la constante de la consta		77.86
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WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.		COC		OF EQUIPMENT	(As Weighed)			(Complete)
6.2.35	EOFTING INTERSTAGE	WS-133 0000452	HEOLEGIC STANSSOF	)	DESCRIPTION OF	Section		entre de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya del la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya	Beetilon
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	CONTRACTOR BOEING	CONTRACT NO.	APO4 (694)-046	940-(	RE	REPORT NO.	9/19/63	23	1
MODEL NO. SERIAL NO.	WB-133 0000453		25-36101-1	7	1 1	PREDARED APPROVED	G. OGARD	12	
	CROCKE GENERAL ENGINEER	ue			WEIGHT	WEIGHT AND BALANCE	ANCE		
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PART NO.	DESCRIPTION OF	BUILDWENT	11001111	ARM	MOMENT	ARV	MOMENT	25.83K	MOMENT
2 25-36101-1	Rody Section ()	(As Weighed)	339.45	76.01	26,482.0	88.	33,802.0 100.29	100.29	34,042.4
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0 00 21	DEDUCT:		0						
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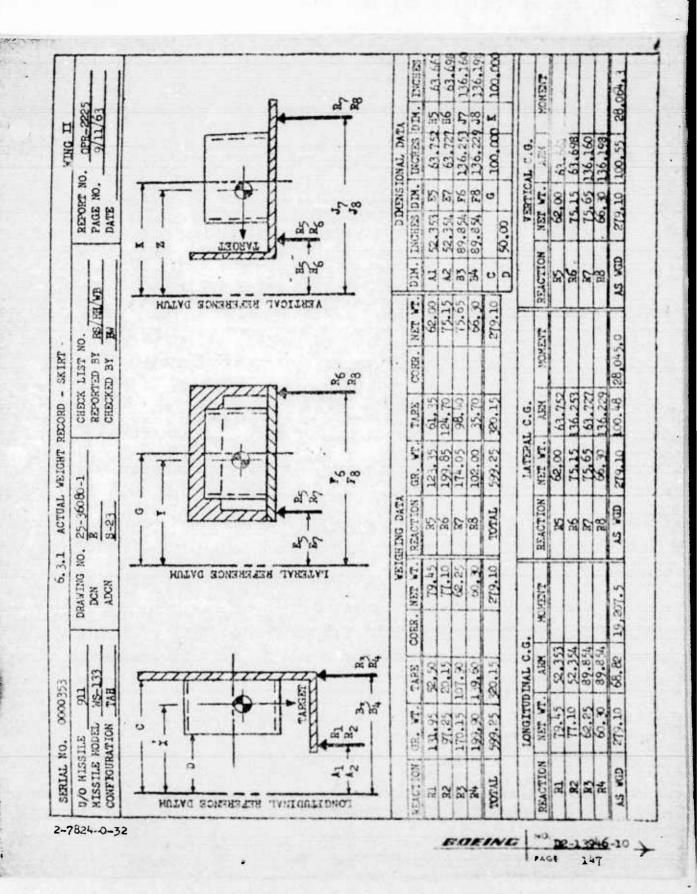
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K LIST NO. 6.3.1  NODEL WE-133  11/63  SECTION 49  MISSILE COMPONEMPOUN SECRETE Support Bracket GaC & CTL  Bracket GaC Cable Bracket - Cable Support Bracket - Cable Support Bracket - Cable Support Bracket - Cable Support Bracket - Cable Support Screw Facine Base Ring Splice  '	MISSILE WEIGHING CHECK LIST Day 11	FINAL ASSEMBLY DRAWING NO. 21-50150	ETIS TI GEVI ETIS	TIC GHED GHED GHED	WEIGHT X ABH Y ARM Z ARM SERVED CONTROL	25-36080-1		I Conn. 25-37345-1 x	7	in the second	29-28847-2 x x		0.1	. 29-13439	25-30134-30	(2) 29-30315-1						
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ERIAL NO. ERIAL NO. 25-36080-1		CONTRACT NO.	APO4 (694)-046	970-(	38.	REPORT NO.	11	25	
25-36080-1	W8-133 0000353	DRAWING NO.	25-36080-1			PREPARED APPROVED	JUN HILL G. OGARD	238	
25-36080-1	EQUIPMENT CHANGE RECORD	AD.			WEIGHT	AND BALANCE	ANCE		
25-36080-1			WEIGHT	×	AXIS	<b>A</b>	Y AXIS	2	Z AXIS
25-36080-1	DESCRIPTION OF	EQUIPMENT		ARM	MOMENT	ARM	MOMENT	ARM	MOMENT
25-360 <b>8</b> 0-1	Body Section (As	(As Weighed)	279.10	68.82	19,207.5	100.48	100.48 28,045.0	100.55	28,064.3
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SOCIATE CONTRACTOR   BOZING   CONTRACT NO.   APOH (694) -046   REPORT NO.   SOCIATE CONTRACT NO.   SOCIATE CONTRACT NO.   SOCIETA CONTRACT NO.   SOCIETA CONTRACT NO.   SOCIATE CONTRACT NO.   SOCIETA CONTRACT NO.   SOCIATE REDORD   APOINT NO.   SOCIETA CONTRACT NO.   SOCIETA CONTRACT NO.   SOCIETA CONTRACT NO.   APOINT NO.   SOCIETA CONTRACT NO.   APOINT NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APON NO.   APO		6.3.2	WEIGHT AND BALANCE CHANGE RECORD	BALANCE CH	ANGE RE	CORD				
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PART NO.   DESCRIPTION OF GLUIPMENT   ARM   NOWGHT   NO	COMPONENT MODEL NO. SERIAL NO.	WS-135 0000354	DRAWING NO.	25-3 <b>608</b> 0 92i	1-1		REPARED PROVED	G. G.		
PS-08-18-TION OF SQUIPMENT   X AXIS   Y AXIS   2 A ADD:	6	CER SENATE GRANGING	Cac			WEIGHT	r AND BAI	LANCE		
PAST NO.         DESCRIPTION OF SQUIRWANT         ARM         MOMENT         ARM         AR		THE PROPERTY OF THE PROPERTY OF		METGHT.	X	AXIS	¥	AXIS	2	AXIS
25-36080-1 Body Sertion (As Weighted) 275-30 68-33 19,017.5 170.76 27,743.1 130.71.  ADD:  DESTUCY:  0  275-36080-1 Body Section (Complete) 275-20 68-23 19,017.5 130.76 27,743.1 100.51.	PART NO.	DESCRIPTION OF			ARK	MOMERIT	AEV	KONEUT	ARK	MOMENT
ADD:  DENUCT:  0  25-36(8)-1  DenucT:  0  275.20  (89.2) 19.017.5 120.56  27.74-1, 100.51	1 4	Section	is Weighed)	275.90	68.93		100.56		120.51	27,79.1
25-36650-1 Body Section (Complete) 275-29 68-29 19,017.5 130.26 27.743.1 130.51		ADD:		0	And the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state 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	6,3,3	WEIGHT AND BALANCE CHANGE RECORD	BALANCE CE	IANGE RE	CORD				
ASSOCIATE CONTRACTOR COMPONENT	TRACTOR BOKENG	CONTRACT NO.	APO4(694)-046	940-(	18.60	REPORT NO.	OPR-2227	122	
MODEL NO. SERIAL NO.	W8-133 0000355	DRAWING NO.	25-36080-1	4	A S	PREPARED APPROVED	G. OGMED	218	
	EQUIPMENT CHANGE RECORD	CORD			WEIGHT	WEIGHT AND BALANCE	CANCE		
			WEIGHT	×	AXIS	*	AXIS	22	Z AXIS
PART NO.	DESCRIPTION OF EQUIPMENT	OF EQUIPMENT		A.R.V.	MOMENT	ARM	MOMENT	ARM	MOMENT
2 25-36080-1	Body Section (	(As Weighed)	276.70	68.72	19,014,4	100.53	27,815,9	100,68	27,857.1
en t	VDG:		0					Ш	
88	DECUCE:	•	o						
25-3680-1 25-3680-1 25-3680-1	Nody Section (	(Complete)	ol. 922	68.72	19,014,4	100.53	27,815,9 100,68	700.68	ZI, BST.1

DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE   DATE		. 6.3.4	WEIGHT AND BALANCE CHANGE RECORD	BALANCE CH	ANGE REC	ORD				
Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament   Parament	ASSOCIATE CONT	10000	CONTRACT NO.	APO4 (694	940-(	RE	PORT NO.	OPR-23	8	1
Part NO.   Description of Equipment   Amin	COMPONENT MODEL NO.	WB-133	DRAZING NO.	25-36080	-1	P. P. P. P. P. P. P. P. P. P. P. P. P. P	EPARED PROVED	STA RE	R E	
PART NO. DESCRIPTION OF SQUIREZYT ASH MOMENT OF THAT ASH MOMENT ASH MOMENT ASH MOMENT OF THAT ASH MOMENT ASH M						WEIGHT	AND BAI	NOE		
25-36080-1 Body Section (As Weightel) 276,95 68,88 18,939.7 100.56 27,649.9 100.74  25-36080-1 Body Section (Complete) 276,95 68,88 18,939.7 100.56 27,649.9 100.74			OKD J	-		AXIS	Y	AXIS	2	AXIS
25-36080-1 Body Section (Asweighed) Z74,95 68,88 18,939.7 100,56 Z7,649.9 100,74  And:  Definition (Complete) Z74,95 68,88 18,939.7 100,56 Z7,649.9 100.74		DESCRIPTION O	The second	*EIGHT		MOMENT		HOMEST		MOMENT
Decay Section (Complete)   274, 35   68.88   18,939.7   100.56   27,649.9   100.74	0.000		& Welghed)	56.412	88.88	18,939.7	100.56		100.74	27,696,6
25-4630-1 Body Section (Complete) 274.35 68.88 18.939.7 100.56 27,649.9 100.74	2 M E	(0.07)		0						
25-36030-1 Body Section (Complete) 274,35 68.88 18,939.7 100,56 27,649.9 100.74	[ <b>1</b> ∞] 0	DEZUOT:		0						
	8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Section	Complete)	2T4.35	8.8		95.000.56	21,649.9	47.001	21,698.6

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	CONTRACTOR BORDING	CONTRACT NO.	APO4 (694) -046	940-(	20.00	REPORT NO.	9/5/63	03	1
COMPONENT HODEL NO. SERIAL NO.	WB-133 0000410	DRAWING NO.	25-36080-1	77		PREPARED APPROVED	G. COARD	1 2	
	Orde South Branch	60			WEIGHT	WEIGHT AND BALANCE	ANCE		
зиг	EQUIPMENT UNANUE ACCORD	2	(STOUR	×	X AXIS	¥	Y AXIS	22	AXIS
PART NO.	DESCRIPTION OF	RIFTION OF EQUIPMENT	-	AEK.	MONENT	ARM	MOMENT	ARM	MOMENT
2 25-36080-1	Body Section (A	(As Weighed)	01.275	68.86	18,984.5	100.53	27,715,9 100,59	100,59	27,73,8
ייש ודי	Ü,		0						
C 80 0	DEDUCT:		o						
13131477773318128181818181818181818181818181818181	Body Section (Q		215.70	88.	18,3%1.5	100.53	ZI, m5.9	100.59	27,731.8

### 153 HO DE-13946-10 →

SECTATE CONTRACTOR   DOTATRACT NO.   DOTATRA		6.3.6	WEIGHT AND BALANCE CHANGE RECORD	BALANCE CH	ANGE REC	CORD				
National Complete)   1966   1967   100.65   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968   1968		1	CONTRACT NO.		940-(		TPORT NO.	9/4/63	01	
SQUIPMENT CHANGE PECORD  WEIGHT	MODEL NO.	WB-133 0000415	DRAWING NO.	1 1 1	-	ii: iz	REPARED PEROVED	G. OGA	13 22	
PART NO. • DESCRIPTION OF SUITMENT WEIGHT AND WAIS Y AKIS  29-36080-1 Body Section (As Weighted)  DEDUCT:  0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0  DEDUCT: 0	6	DITTEMENT CHANGE RECO	RD			WEIGHT	L AND BAL	ANCE		
PART NO.       DESCRIPTION OF SQUIPMENT       Ash worker       A	1			WETGHT	×	AXIS	Y	AXIS	2	AXIS
25-36080-1 Body Section (As Weighed) 275,45 68.88 18,973.3 100.33 27,534.7 100.62  DEDUCT: 0 0  DEDUCT: 0 0  25-36080-1 Body Section (Omplete) 275,45 68.88 18,972.3 100.33 27,634.7 100,62	PART NO.		BAUIPMENT		ARK	MOMENT	ARH	MOMENT	ARM	MOMENT
ADD: 0 0 0 25-36580-1 Body Section (Complete) Z[5.45 68.88 18,772.3 100.33 Z[.634.7 100.62	25-36080-1		Weighed)	275.45	88.88		100.33	7.4634.7	100.62	27,715.9
DEDUCT:  25-36080-1 Body Section (Complete) ZT5,45 68.88 18,973-3 100.33 ZT,634.7 100.62		ADD:		0						
25-36080-1 Body Section (Complete) ZTS-45 68.88 18,972.3 100.33 ZT.634.7 100.62		DEDUCT:		0						
	25-36080-1		omplete)	275.45	88.88		100.33	27,634.7		27.715.9

ASSOCIATE CONTRACTOR BORING COUITONIANT SIGNEY COUITONIANT SIGNEY SERVAL NO.  SERVAL NO.  SERVAL NO.  DESCRIPTION OF SUITONIANT  PART NO.  DESCRIPTION OF SUITONIANT  AUD:  C 25-36080-1  Body Section (As Weighed)  AUD:  C 25-36080-1  Body Section (Complete)  C 25-36080-1  Body Section (Complete)  C 25-36080-1  DESCRIPTION OF SUITONIANT  AUD:  C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD: C 25-36080-1  AUD	משפטעו הפושיום הפושים היים יוופניים			*
WS-133   DRAWING NO.   25-36080-1   909	REPORT NO.	NO. OPR-2304	304	
EQUIPMENT CHANGE RECORD  DESCRIPTION OF EQUIPMENT  AUD:  O  DEDUCT:  DEDUCT:  Body Section (Complete)  277.85 68.81	PREPARED APPROVED		ARD	
Body Section (As Weighed)  ADD:  DEDUCT:  Body Section (Complete)  DETT. 85 68.81	WEIGHT AND BALANCE	BALANCE		
DESCRIPTION OF EQUIPMENT  Body Section (Complete)  Body Section (Complete)  ZTT.85	AXIS	Y AXIS	2	AXIS
Body Section (As Weighed) 277.85  DEDUCT: 0  DEDUCT: 0  EATT.85	MOMENT ARM		ARM	MOMENT
DEDUCT:  Body Section (Complete)  ZTT.85	19,119.6 100.43	43 27,903,7	100,68	27,973.8
Body Section (Complete) 277.85				
Body Section (Complete) 277.85				
	19,119,6 100,43	h3 27,903.7	100.68	7,973.8
				170
		1		F = 1

			Z AXIS	MOMENT	28,211.0			28.211.0	
r.	5 4 4 8		2	AZM	100.56			95.001	
	9/12/63 JTM HTLL G. OGARD.	NOE	XXIS	MOMENT	28,213.5			28.213.5	
	REPORT NO. DATE PREPARED APPROVED	WEIGHT AND BALANCE	YA	ARM	100.57			100.57	
ORD	RE DAY	WEIGHT	AXIS	MOMENT	19,315.3			19, 315.3	
ANGE REC	+)-046		×	ARM	68.85				
SALANCE CH	AF04 (694) -046 25-36080-1 913		WETGHT	A DELGIN	280.55	0	0	280,55	
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO. LOT NO. DRAWING NO. U.O. MISSILE	GGOCGG	O NOW	OF EQUIPMENT	(As Weighed)			(Complete)	
6,3,8	SKIRT SKIRT WE-133 OCCO417		מא פטייאחט ויששיווטאַ	DESCRIPTION	Body Section (	ADD:	DEDUCT:	Body Section	
	ASSOCIATE CONTRACTOR COMPONENT MODEL NO. SERIAL NO.		INI'	PART NO.	2 25-36080-1 3	7 109	286	52-36080-1 52-36080-1 53-52-36080-1 53-52-36080-1	32

	7.000								
ASSOCIATE CONTRACTOR	ACTOR BOEING	CONTRACT NO.	AF04 (694) -046	1)-046	RE	REPORT NO.	OPR-2310 9/12/63	2310	
MODEL NO. SERIAL NO.	WS-133 000418	DRAWING NO.	25-36080-1 916	1-0	P.B. P.B.	PREPARED APPROVED	G. CGARD	当島	
12	CHANGE RECORD	ORD			WEIGHT	WEIGHT AND BALANCE	ANCE		7
	o none position and the second		WEIGHT	×	AXIS	Y	AXIS	2	AXIS
NO.	DESCRIPTION OF	r DejOlfracia		AHE	MOMENT	AKM	ROMENT	ARIT	MORENT
25-36080-1	Body Section (	(As Weighed)	59.775	68.91	19,131.6	100.51	27,905.4	100.55	9.716.75
	ADD:		0						
	DEDUCT:		0						
25-36080-1	Body Section (	(Complete)	217.65	68.91	19,131.6	100. 51	年50672	100.55	9.716.12
								G.	
-									

				44.	MOMENT	21,757.7	•		7.757.7
	3	13 8		2	ARM	100.55			100.55
	0PR-231 9/12/63	G. CGARD	NOE	Y AXIS	NOMENT	27,756.3			ZI.T56.3
	REPORT NO.	PREPARED APPROVED	WEIGHT AND BALANCE	¥	ARM	100.55			100, 55
ORD	REPOF	PRI AP	WEIGHT	X AXIS	MOMENT	19,002.9			19,002,9
ANGE REC	940-	1.		×	ARM	68.84			68.8 ¹
BALANCE CH	APO-1 (694)-046	25-36080-1 919		PHOTEN		276.05	0	0	£76.05
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.	DRAWING NO. U.O. MISSILE	Caco	CORO	OF EQUIPMENT	(As Weighed)			(Complete)
6.3.10	BOETING	WS-133 0000419	Go domino en	EQUIPMENT CHANGE RECORD	DESCRIPTION	Section		DEDUCT:	Section
	CONTRACTOR			THATOM		1 Body	ADD:	030	Pody.
	ASSOCIATE C	MODEL NO. SERIAL NO.		INF	PART NO.	2 25-36080-1 3	4 50	0 0 0	25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-25-36080-1-

SOCIATE CONTRACTOR MPONENT DEL NO. RIAL NO. BAUIPMEN 25-36080-1 BA ADD ADD ADD ADD ADD ADD ADD ADD ADD		6.3.11 WEIGHT	WEIGHT AND BALANCE CHANGE RECORD	CHANGE RE	CORD				
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PART NO.   DESCRIPTION OF SULFMENT   WAIGHT   AMIS   Y AKIS   2 A A A A A A A A A A A A A A A A A A	MODEL NO. SERIAL NO.	80	111	30-1	A. P.	EPARED		13 8	
PART NO. DESCRIPTION OF E-UIPMENT WEIGHT ARM MAKENT ARM		DUIPMENT CHANGE RECORD			WEIGH	AND BAL	ANCE		
25-3608c-1 R.dy. Section (As Weighard) 279.10 66.80 19.201.9 100.50 28.077.6 100.50 DEDUCT:  0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 DEDUCT: 0 D	PART NO.	In:	THOIEW -	ARM	4	7	NOMENT		AXIS
25-3600-1 Bady Section (Complete) 270-10 68.60 19,201.9 100.50		(As Wed	279.10	++++		Mark of the Association & the State of		300.50	28,049,9
25-36080-1 Body Section (Complete) 279-10 68-80 19,231.9 100-50	4 00	ADD;	0						
25-36080-1 Body Section (Camplete) 279.10 68.80 19,201.9 100.60 28,0777.6 100.50	28	DEDUCT	0						
		Section	01.679			100.60	28,077.6	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	28,049.9
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					Z AXTS	MOMENT	27,693.2			21,693.2
	33	13.6			2	ARM	100.65		0	100.65
	OPR-2302 9/11/63	TITE WILL	4	ANCE	Y AXIS	. MOMENT	27,648.2			27,648,2
	REPORT NO.	PREPARED	1	AND BALANCE	Y	ARM	100,48			100.48
ORD	RE DA	PR	1	WEIGHT	X AXIS	MOMENT	18,957.6			18,957.6
ANGE REC	940-(	1-			×	ARM	68.50			68.30
BALANCE CHANGE RECORD	AFO4 (694)-046	25-36080-1	307		THULL	Timp Time	275.15	0	0	275.15
WEIGHT AND	CONTRACT NO.	DRAWING NO.	U.O. MISSILE	Caoc		OF EQUIPMENT	(As Weighed)			(Complete)
6.3.12	CONTRACTOR BOETNG	WS-133	30000425	CHANGE RECORD	מוניותיי מושימים יות	DESCRIPTION OF	Body Section	AID):	DEDUCT:	Body Section
	ASSOCIATE CONTR	MODEL NO.	SERIAL NO.		INI'	PART NO.	2 25-36080-1 3	459	2-80	12 25-36080-1 12 25-36080-1 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15

ASSOCIATE CONTRACTOR				PAKL NO.	2 25-36080-1 Body 8	5 ADD:	2 8 9	12 27-36080-1 Budy 6 13 14 15 15 15 17 17 18	7 0 0 5	\$
	WS-133 DEWAING NO.	EDITEMENT CHANGE RECORD	Paraditive so workerdes	in worth the	Section (As Weighed)		7.	Section (Complete)		Personal managament in selection (delication of production of production of the communication
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AFO!. (694)-046	25-36080-1 910		WEIGHT		278.00	0	0	276.00		Security (1) - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
940-(				ARSI	68.33			5E-39		
RE	P P P P P P P P P P P P P P P P P P P	WEIGHT	X AXIS	MOMENT	19,161.2			2,161.2		
REPORT NO.	PREPARED APPROVED	AND BALANCE	Y	ARM	100,58			100.58		
OPR-2305	JIM HILL G. GARD	TANCE	Y AXIS	MOMENT	27,960.4			FL.960.4 199.54		
65	HULL GARD		2	ARM	100,54			1500.54		The second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second
				2	27.950.8		o conjugación e para la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	21.350.8		

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OWTHANDOR BOEING         CONTENTOR THO         ARTHER (69)-0-66         REFORM TO THO         OTHER STATES         ATT (16)           EQUIPMENT CHANGE RECORD         U.O. MISSIES         0.0		6.3.14								
WS-133   DEANISC NO.   25-3608-1   APENDED   G. CGAND			CONTRACT NO.	AFC# (694	9:10-(	RED	PORT NO.	OPR-23	90	
PROTECT CHANGE RECORD  WEIGHT AND BALANCE  BANK Section (As Weighel)  Tr. R. Aris  ADD:  DEDUCT:  BANK Section (Complete)  Zr. R. 19, 227.8 100.14 28,044.1 100.62  Bank Section (Complete)  Zr. R. 19, 22 7.8 100.14 28,044.1 100.62	COMPOSENT MODEL NO. SERIAL NO.	WS-133 WS-133 50004.27	DRAWING NO.	25-36085	7-	P. P. P. P. P. P. P. P. P. P. P. P. P. P	CEPARED PROVED	S. G. S. A.	13 82	
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BALANCE CH	AFO4 (694)-046	25-36080-1 942		- wholen	1115171	274.30			ॐ क्रींड	
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.	DEAWING NO.	CORD		CRIPTION OF E,UIPMENT	(As Weighed)				
- 6,3,27	CONTRACTOR BORING	WS-133 0000440	CHANGE RECORD		DESCRIPTION C	Body Section	ADD:	DECOURT:	Body Section	
	ASSOCIATE CONTE	MODEL NO. SERIAL NO.		grindright - rippins rippins - rippins rippins rippins rippins rippins rippins rippins rippins rippins rippins	PART NO.	2 25-36080-1 3			25-36080-1	
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ASSOCIATE CONTRACTOR	BOETING	10.	AFO4 (094) -046	9+0-	1	REPORT NO.	9/22/63	80 -	1
MODEL NO.	MS-133 DRAWII 0000441 U.O. M	DRAMING NO. U.O. MISSILE	25-36080-1			PREPARED APPROVED	G. OGAND	118	
	ETHIRDHENT CHANGE RECORD				WEIGHT	WEIGHT AND BALANCE	LANCE		
INI			WETGHT	×	AXIS	7	AXIS	2	AXIS
PART NO.	DESCRIPTION OF EQUIPMENT	1		ARM	MOMENT	ARM	MOMENT	АЭМ	MOMENT
2 25-36080-1	Body Section (As Weighed)	(1)	275,10	68.91	18,958,8	100,43	27,630,5 100,46	100,46	27,639.2
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25-25-25-25-25-25-25-25-25-25-25-25-25-2	Body Section (Complete)		275,10	68.91	18,958.8	100.43	27,630.5	100,46	27,639.2
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CONTRACT NO.   APUL (694) - OLG   PREPORT NO.   OPFI-2722			6,3,29	WEIGHT AND BALANCE CHANGE RECORD	BALANCE CH	IANGE RE	CORD				
PREPARCE   PREPARCE     PREPARCE     PREPARCE	ASSOCIAT	CONTRACTOR	BOKONG	CONTRACT NO.	APO4(69)	940-(+	RE	PORT NO.		83.5	1
PART NO.   DESCRIPTION OF EQUIPMENT   X AXIS   NODEL NO SERIAL N		WB-133 0000442	DRAWING NO. U.O. MISSILE	25-3608c	77		EPARED	9.0	118		
PART NO.   DESCRIPTION OF EQUIPMENT   WEIGHT   X AXIS   3	CMUTTING					WEIGHT		ANCE			
PART NO.         DESCRIPTION OF EQUIPMENT         ARM NOWENT	INI.	-	-		VETCHT	X	AXIS	<b>&gt;</b>	AXIS	2	AXIS
25-3680-1 Body Section (As Veighes) -276,95 66,91 19,085,6 100,51 27,835,4 100,71 25-36080-1 Body Section (Complete) 276,95 66,91 19,085,6 100,51 27,835,4 100,71			ESCRIPTION OF P	TUINGINI		ARM	MOMENT	ARM	MOMENT		MOMENT
DEDUCT: 0   0   25-36080-1   Body Sertion (Complete)   276.95 68.91 19,085.6 100,52 27,835.4 100,72	confidential and		Bection	Weighed)	.276.95	16.39	19,085,6	100,51	27,835,4	100.71	27,891.2
25-36081-1 Body Section (Complete) 276.95 66.91 19,065.6 100.52 27,835.4 100.77.	4 K	ADD	H		0						
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THERE	CONTRACTOR BORING CONTRACT NO.	NO. APOU (694) -046	940-(1	æ c	REPORT NO.	OFF-2326	98	
MODEL NO. SERIAL NO.	WB-133 DRAWING NO.	0. <u>25-36080-1</u>	2-1		PREPARED APPROVED	ON BELL	138	111
	ENTERINE CHANGE RECORD			WEIGH	WEIGHT AND BALANCE	ANCE		
INI		WETCHT	×	AXIS	Y	AXIS	22	Z AXIS
PART NO.	DESCRIPTION OF EQUIPMENT		ARM	MOMENT	ARM	MOMENT	ARM	MONENT
2 25-36080-1	Body Section (As Weighed)	276.15	68.69	18,968.7	100.69	27,006.2 100.45	100.45	27,738.8
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25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-3689-4 25-368	Body Section (Complete)	276.15	8	18,988.7	86	2,1006,2	100,45	27.736.8
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6.3.31	CONTRACTOR	COMPONENT HELET	٠.		EQUIPMENT CHANGE RECORD	PART NO. DESCRIPTION OF SQUIPMENT	25-36080-1 Body Section	AND:	DEZUGT:	25-36080-1 Body Section	13		A description of the contraction				The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	S. S. S. S. S. S. S. S. S. S. S. S. S. S
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ASSOCIATE CONTRACTOR	BOKUNG	CONTRACT NO.	APO4 (694) -046	940-(	RE	REPORT NO.	10/1/83	33	1
MODEL NO. SERIAL NO.	WB-133 DRAW 00000455 U.O.	DRAWING NO.	25-36080-1 941	1		PREPARED APPROVED	G. OCARD	38	
	ENTENENT CHANGE RECORD				WEIGHT	WEIGHT AND BALANCE	ANCE		
INI			URTOWN.	×	AXIS	>-	AXIS	27	AXIS
PART NO.	DESCRIPTION OF SQUIPMENT	N.T.		ARM	MOMENT	ARM	MOMENT	ARM	MOMENT
2 25-36080-1	Body Section (As Weighed)	0	275,35	68,87	18,364.	100.51	4,519,12	100.63	27,709.5
200 t	AD:		a						
280	partor:		0						
10 25-36080-1 12	Nody Section (Complete)		275.35	68.87	18,964.3	100.51	27,675,4	100,63	27,T09,5
14.5									

	77.00								STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY
ASSOCIATE CONTRACTOR	Ac-260	CONTRACT NO.	APO4(694)-046	940-(	RE	REPORT NO.	10/7/63	136	
COMPONENT MODEL NO. SERIAL NO.	WB-133 0000456	DRAWING NO. U.O. MISSILE	25-36080-1 944	7	P8 P8	PREPARED APPROVED	O. O. ARD	11 22	
	EQUIPMENT CHANGE RECORD	æ			WEIGHT	WEIGHT AND BALANCE	ANCE		
PART NO.	DESCRIPTION OF EQUIPMENT	SQUIPMENT	VEIGHT	ARM	MOMENT	ARW	MOMENT	ABM A	MONENT
2 25-36080-1	Body Section (As	(As Weighed)	274.15	68,88	18,884.6 100.77	100,77	27,515.6 100.69	100.69	27,604.1
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28 0	DECOURT:		0						
888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-888-7-	Body Section (Complete)	ampletee)	214.15	88 88	18,884.6	100.37	27,525.6 100.69	69'001	Z1,60%.1
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BOEING NO D2-13946-1

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	# <b>3</b> #	CHILL			ARM	100.57		The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	100.57		
	0PR-2424	S. CARD	ANCE	AXIS	MOMENT	27,505.9			6405112		
	REPORT NO.	PREPARED APPROVED	WEIGHT AND BALANCE	7	ARM	100.53			77.00		
CORD	~ C		WEIGH	AXIS	L	18,852.1			1.50,041		
IANGE RE	940-(1	)-1		×	ARM	68.90			8		
BALANCE CI	APO4(694)-046	25-36080-1 931		mantan	Tuntan	273.60	d	0	2(3:8)		
WEIGHT AND BALANCE CHANGE RECORD	CONTRACT NO.	DRAWING NO.	CORD		OF SQUIPMENT	(As Weighed)			(Complete)		
6.3.40	CONTRACTOR BOETHG	WS-133 . 0000523	CHOCHE TOWARD THENCTICE		DESCRIPTION OF	Body Section	ADD:	DEDUCT:	Body Section		
		COMPONENT HODEL NO. SERIAL NO.		3 INE	PART NO.	2 25-36080-1 3	2 50	√ ∞ o	11 25-36080-1 12 13 14 15 16 17 18	28.23.23.23	282888AA

BDEING NO 12-13946-10

25-36379-1 5.98 1b. 5.98	25-36378-1 15.42 1b.	25-36377-1
5.98		24.61 1b.
	15.31	25,20
5.92	15.46	25.26
5-79	15.34	25.13
5.94	15.30	25.69
5.97	15.44	25.18
6.03	15.41	25.60
5.95	15.47	25.73
5.93	15.39	25.63
5-99	15,56	24.83
5.98	15.48	25,22
5.95 ~	15,45	25.04
6.00	15.43	25.46
6.02	15.31	25.46
6.∞	15.51	25.46
5.89	15.37	25.39
5.90	14.95	25.32
6.00	15.37	25.53
6.07	15.61	25.32
5.95	15.39	25.50
5.91	15.46	25.28
5.94	15.33	24.83
6.00	15.57	24.95
6.02	15.44	25.45
5.97	15.49	25.50
6.07	15.42	25.83
5.82	15.50	25.21
6.04	15.39	25.50
6.04	15.36	25.51
6.00	15.55	25.31
5.92	15.44	25.15
5.98	15.32	25.61
5.85	15.50	25. 31
5.84	15.41	25.41
	5.94 6.00 6.02 5.97 6.07 5.82 6.04 6.04 6.00 5.92 5.98 5.85	5.94 15.33 6.00 15.57 6.02 15.44 5.97 15.49 6.07 15.42 5.82 15.50 6.04 15.39 6.04 15.36 6.00 15.59 5.92 15.44 5.98 15.50 5.85 15.50 5.84 15.41

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BOEINO NO. D2-13946-10
SECT. PAGE 189

REV SYM____

6.4	BASE HEAT DEPLECTORS (CONT.)							
	SERTAL NUMBERS	25-36379-1	25-36378-1	25-36377-1				
	0000453	6.06 lb.	15.44 16.	25.27 lb.				
	0000454	5.98	15.01	25,21				
	0000455	6.02	15.50	25.20				
	0000456	5.90	15.38	25.44				
	0000523	5.99	15.46	25.15				

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2-8142-2

REV SYM____

BOEINO | NO. DE-13946-10

SECT.

## 7.0 CONVERSION INDEX

Listed on the following pages by production serial number is a Conversion Index showing missile number and the Mass Properties Report in which data may be found.

The following list covers serial numbers listed in D2-13946-1 thru D2-13946-10.

In following reports only those serial numbers listed in the newly released reports will appear.

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2-8142-2

REV SYM____

BOEINO NO. D2-13946-10

13

.0 Serial No.	Missile	D2-13946-	Serial No.	Missile	D2-13946-
0000187	611	3	0000223	719	5
00001.88	618	3	0000224	721	5
0000189	641	3	0000225	724	5
0000190	787	7	0000226 -	727	5
0000191	OTM-021	1	0000227	732	5
0000192	625	3	0000228	735	5
0000193	CIM-020	2	0000229	737	5
0000194	632	3	0000230	740	6
0000195	639	3	0000231	687	l,
0000196	644	3	0000232	706	5
0000197	646	3	0000233	726	5
0000198	648	3	0000234	775	6
0000199	655	4	0000235	723	5
0000200	660	4	0000236	725	5
6000201	667	4	0000237	729	5
0000202	669	4	0000238	734	5
0000203	674	1,	0000239	738	, 5
0000204	676	24	0000570	741	6
0000205	681	4	0000241	744	6
0000206	686	4	0000242	748	6
0000207	690	5	0000243	751	6
8020000	697	5	0000547	754	6
0000209	702	5	00002½5	728	5
0000210	707	5	0000246	730	5
0000211	679	4	0000247	733	5 }
0000212	683	4	0000248	736	5
0000213	688	5	0000245	739	6
0000214	693	5	0000250	742	6
0000215	700	5	0000251	746	6
0000216	704	5	0000252	749	6
0000217	709	5	2000253	752	6
0000218	712	5	0000254	755	6
0000219	716	5	0000255	743	6
0000550	720	5	0000256	747	6
0000221	711	5	0000257	750	6
0000222	714	5	0000258	753	6

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REV SYM.

BOSING NO. D2-13946-10

SECT.

Serial No.	Missile	D2-13946-	Serial No.	Missile	D2-13946-
0000259	756	6	0000295	792	7
0000260	760	6	0000296	795	7
0000261	763	6	0000297	799	7
0000262	766	6	0000298	802	7
0000263	769	6	0000299	805	7
0000264	773	6	0000300	809	7
0000265	758	6	0000301	811	7
0000266	761	• 6	0000302	814	7
0000267	764	6	0000303	818	7
0000268	767	6	0000304	821	7
0000269	772	6	0000305	793	7
0000270	774	6	0000306	796	7
0000271	779	6	0000307	800	7
0000272	782	. 6	0000308	803	7
0000273	785	6	0000309	806	7
2000274	789	7	0000310	810	7
0000275	757	6	0000311	812	7
0000276	762	6	0000312,	815	7
0000277	765	6	0000313	819	7
0000278	768	6	0000314	822	7
0000279	771	6	0000315	824	7
0000280	777	6	0000316	827	7
0000281	780	6	0000317	831	8
0000282	783	6	0000318	834	8
0000283	786	6	0000319	837	8
0000284	790	7	0000320	840	8
0000285	778	6	0000321	844	8
0000286	781	6	0000322	847	8
0000287	784	6	0000323	850	8
0000288	788	7	0000324	853	8
0000289	791	7	0000325	825	7
0000290	794	7	0000326	828	. 7
0000291	797	7	0000327	832	8
0000292	801	7	0000328	835	8
0000293	804	7	0000329	838	8
0000294	807	7	0000330	841	8

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REV SYM

BOSING NO. D

NO. D2-13946-10

SECT.

7.0					
Serial No.	Missile	D2-13946-	Serial No.	Missile	D2-13946-
0000331	845	8	0000380	846	8
0000332	848	8	0000381	849	. 8
0000333	851	8	0000 382	852	8
0000334	854	8	0000383	856	8
0000335	857	8	0000384	859	8
0000336	860	8	0000385	861	8
0000337	862	8	0000386	864	8
0000338	865	9	0000387	867	9
0000339	868	9	0000388	871	9
0000340	872	9	0000389	875	9
0000341	874	9	0000390	877	9
0000342	878	9	0000391	863	8
0000343	881	9	0000392	866	9 .
0000344	885	9	0000393	869	9
0000345	808	7	0000394	873	9
0000346	722	5	0000395	876	9
0000347	829	8	0000396	879	9
0000348	842	8	0000397	882	9
0000349	759	6	0000398	886	9
0000350	870	9	0000399	888	9
0000351	883	9	0000400	890	9
0000352	898	9	0000401	880	9
0000353	911	10	0000405	884	9
0000354	921	10	0000403	887	9
0000355	935	10	000014014	889	9
0000356	695	5	0000405	891	9
0000357	718	5	0000406	895	9
0000371	817	7	0000407	899	9
0000372	820	7	0000408	902	9
0000373	823	7	0000409	905	10
0000374	826	7	0000410	908	10
0000375	830	8	0000411	892	9
0000376	833	8	0000412	896	9
0000377	836	8	0000413	900	9
0000378	839	8	0000414	903	9
0000379	843	8	0000415	906	10

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REV SYM_

DEING NO. D2-13946-10

SECT.

0.0	Missile	D2-13946-	Serial No.	Missile	<b>D</b> 2 13946-
Serial No.	909	10	0000456	944	10
0000416	913	10	0000521	855	8
	915	10	0000522	894	9
0000418	919	10 4	0000523	931	10
0000419	923	10	0000915	653	4
0000420	893	9	0000916	813	7
0000421	897	9	0000917	622	4
0000422	901.	9			
0000424	904	9			
0000425	907	10			
0000425	910	10			
0000420	914	10			
0000428	917	10			
0000429	920	10			
0000429	924	10			
0000430	912	1.0			
0000432	915	10			
0000432	918	10			
0000433	922	10			
0000435	925	10			
0000436	926	10			
0000437	932	10			
0000438	936	10			
0000439	937	10			
0000440	042	10			
000014141	927	10			
0000442	929	10			
0000443	933	10			
00001414	038	10			
0000445	940	10			
0000446	943	10			
0000451	928	10			
0000452	930	10			
0000453	934	10			
0000454	939	10			
0000455	941	10			

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